CYCLE NEWS

WEST

Volume X : Number 45 : November 20, 1973 **50¢**

EVEL TESTS CANYON SKYCYCLE: DISASTER! *page 5*

Test: The Carabela 125 MX, *page 28* ■ Trans-AMA Weils through Phoenix, *page 34*

Mayes/Bakken First Baja Bike, 4th Overall

PAGE 30

The First Annual Last Hopetown GP

PAGE 6

Newspaper

Colortune

lets you look inside your running engine

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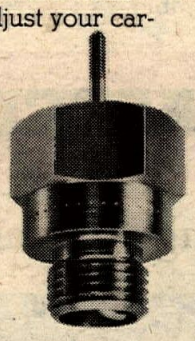

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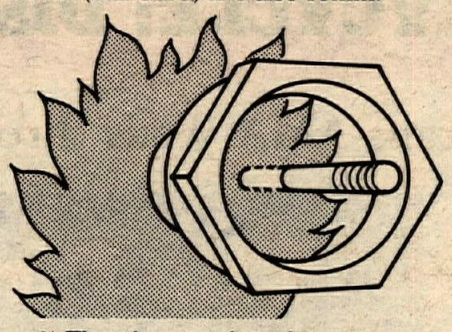

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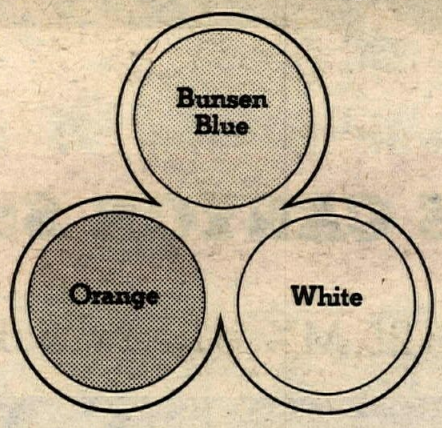

2) If the flame is orange, you're running too rich. If the flame is white, you're running too lean. All you do is adjust your carburetor 'til the flame burns bunsen blue. Bunsen blue indicates the perfect fuel/air mixture. And that means better gas mileage, less air pollution, reduced maintenance and the best performance your engine can put out.

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☐ Standard 14mm Colortune spark plug kit

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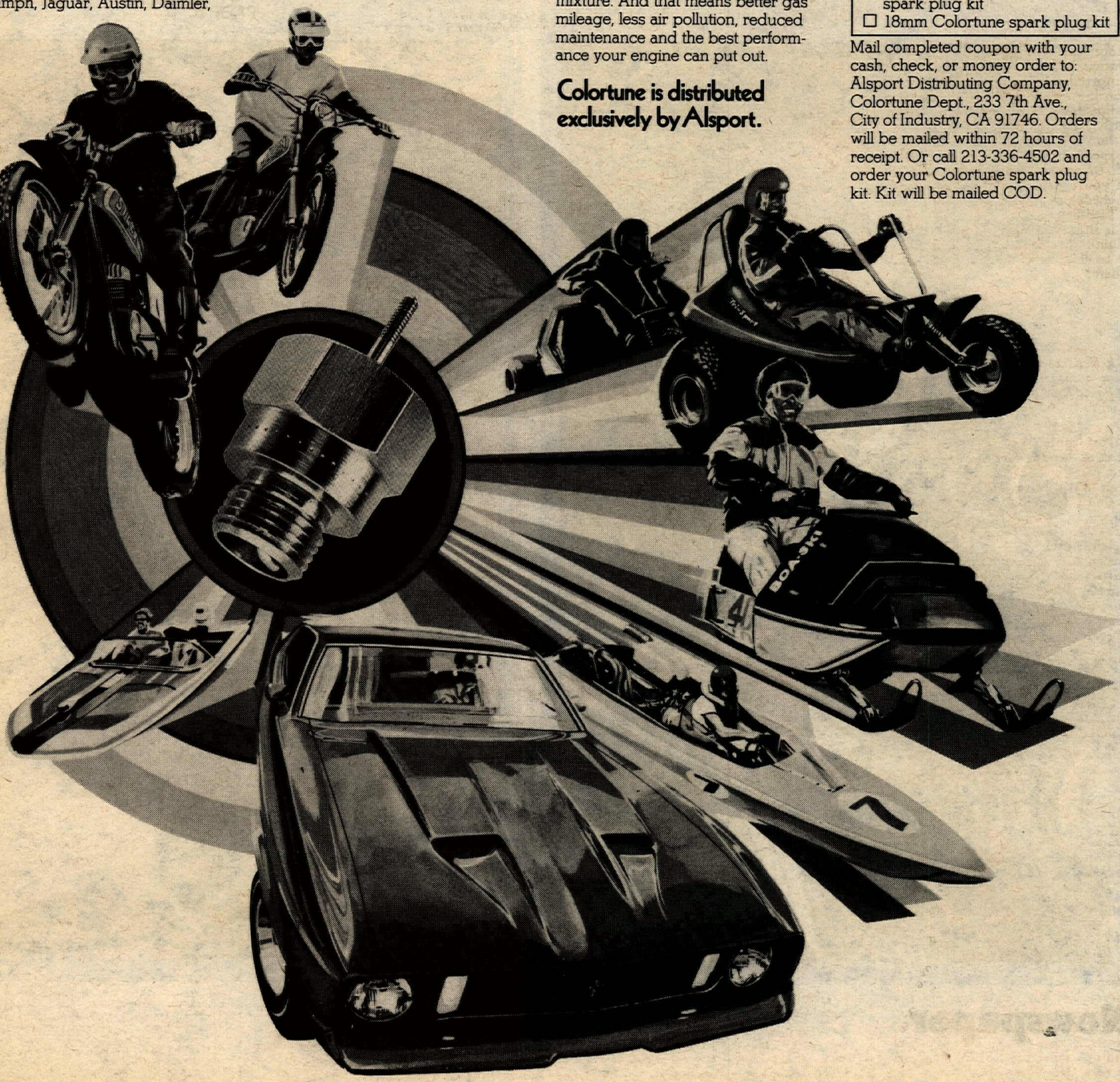

VOICES OF THE WEST

Not Even Nice To Visit?

First off, I'd like to congratulate the guy who laid out the track at the Sears Point Inaugural MX on November 4. The track was long, wide, and such a total blast to ride, you forgot about the dust and not-so-perfect surface preparation. On top of that, Sears Point did a fine job of publicizing the event (even a picture and story in the S.F. Cronicle) which resulted in a fantastic turnout of riders and real, live spectators.

Unfortunately, somebody let District 36 run the whole show. The entire day was shot down by these guys' attitudes towards running races. In short, you were lucky if your $5 ($7 if you were an Expert) bought you one three-lap moto. Of course, this is understandable when you consider that the first moto (37 scheduled) didn't get off the line until 11:30.

It is situations such as this that make me think that District 36 is a rotten place to visit, and I'm sure glad I don't live there.

DAN HIRTLE
Dist. 35 Int.
Fresno, Calif.

Patrick Neil, who covered the event for us, was a little upset about things at Sears Point, too. Below are some of his comments to the editors about the race.

"The Sears Point inaugural motocross turned out to be an ill run program due to the fact that the owners of the raceway had to hire someone with an AMA promoter's license. The only choice available happened to be Bill Spencer. When I arrived at the course Sunday morning, I was disappointed in the lack of professionalism in handling some of the preparations for this potentially outstanding place of competition. The program was cut short. The 125 Experts ran two motos a total of five laps. The 250 Experts ran a total of THREE laps, while the Open Experts ran THREE laps. The program was cut short due to darkness. Lee Ashbury, the man in charge, asked me to have the following published:

All the Open classes and 250 Experts will be reimbursed one-half the entry fee paid by writing to Lew Ashbury,
Sears Pt. Raceway
Hiways 37 & 121
Sonoma, Calif. 95476

Anything you can do to help Lew to rectify the problem will be appreciated...
P.S. If you get the chance, come up and take a look at this course. You'll like it."

Neil was pretty upset about the way things were run. In an enclosed editorial, which we just didn't have the space to run, he made several other points. He pointed out that the program was started far too late and then called because of darkness, that there were too many riders in many motos – often more than the 30 maximum called for by the AMA rule book, and that there were no official results within 24 hours of the race. We expect that things will be sorted out a little better for future events...Ed.

Gambit Grumbles

My credentials as a journalist are a bit rusty; for several years – six or eight – I've done little more than an annual piece on the International Six Days. In that area I qualify my expertise based on greater involvement on a year-to-year basis than any other American; I began annual participation in some aspect with the 1964 Trial in East Germany, the first year the USA was represented with a team.

As Ron Schneiders pointed out in his column, "Gambit", it was perhaps ironic that after laboring all these years to bring the ISDT to the States, that I wound up with no assignment to cover the event for any of the many magazines I have reported for in years past, since they were all personally in attendance. However, at the last moment I was able to get a commitment from "Motorcycle Industry" to write on the aspect of involvement by manufacturers in the Six Days – not actually a report on the Trial itself, but enough to secure for me the "needed" Press pass.

Because of my involvement over the years, familiarity with the rules, and knowledge of many of the Europeans, I have perenially attended the riders' meetings through the week. I have been asked to speak, to explain, and to analyze. I went to the ISDT in Massachusetts in order to help, if needed, and not because of any journalistic assignment. This year, for the first time, journalists were barred from these conferences because one writer lacked integrity to report on last year's meeting without hanging out the soiled laundry. That writer was Schneiders, who now complains of disbarment which affected his entire profession.

I sat in on the first meeting because it was felt I might be of assistance to the U.S. effort. Ron made an official complaint because of my Press pass. I sought him out and told him that if he felt it necessary, I would relinquish those credentials, and that I would personally guarantee him not to do a report on the ISDT; my interest was in adding to the conferences rather than taking juicy tidbits from them. Schneiders stated that that was not necessary, but to cover, I did obtain an Official pass and used it the rest of the week. I have done no story of any kind on the 48th ISDT.

Thank you, Ron for putting into print the real truth: I was allowed to stay in the meetings because I was a nice guy. You're right. It did seem to be a qualification for attendance.

LYNN WINELAND
Los Angeles, Calif.

ear Ron,

Just read your "Gambit" in something called "Cycle News West". Must be a new rag. Anyway I thought it was very good, and I really enjoyed the parts where you told of the ISDT hassles. All I have to say is that you should have been covering the ISDT for Cycle News Central.

My attitude was that we were going to be viewed as bad guys and so I acted accordingly. I acted like a bad guy. I kept moving, scowled at anyone who came near me, made fun of the select few "P" folks and waved an American flag a lot. In New England, no one, but no one bothers someone waving an American flag. Also, having worked on a daily I got accustomed to sneaking behind police lines and such like.

The problem with a large part of the motorcycle press is that they expect too much, too easily; they assume that everyone is an enthusiast and that life is just a bowl of cheeries and we are all gathered here together to eat them. Bullshit! My own feelings are that the motorcycle press in general spent far, far too much time at the various parties at the Hilton and not enough time kicking ass.

As for Marcia Lee...well, hell man, that's her turf right? So she got her little tush a cushy job...maybe she needed it.

Also must take exception to Mr. Masita's kind remarks regarding speed. Ron, I almost lost my lunch laughing over that. I tried on one occasion to catch a Czech support crewman on those winding roads in a front wheel drive car and, like you, reason finally prevailed somewhere around 80 MPH. He was already gone anyway so it didn't matter. I know of one case where two editors followed a Czech crewman for the better part of the morning, until the crewman got tired of it and blew them in the weeds.

All in all I thought it was a blast, but then I am just a hick kid from Texas.

Yours truly,
RICHARD CREED
Editor
Cycle News Central
Austin, Texas

Thanks to one and all

On October 28, at the Rams Hare n' Hound, I was clipped by another rider less than 50 yards off the starting line. We both went down. He was lucky enough to ride away but I had broken my left leg quite severely. Though I have never before had to make use of Rescue Three, I was completely confident and assured by the knowledge that I was in competent, professional hands. Rescue Three's air-bag splint brought me immediate relief from pain.

Everyone involved was concerned and helpful, including the dozens of racers and that red dune buggy that came to offer assistance.

My heartfelt thanks goes out to Rescue Three, and So. Cal. M.C. for their fast action in getting me to a hospital as fast as was humanly possible. I especially want to thank Gail, Sharon and Bell for putting up with my sniveling on the way home.

GINO MASSARA
187x
So. Cal. M.C.

Green Stickie Blues (Greens?)

Mr. William Penn Mott, Jr., Director, Department of Parks and Recreation, State of California would lead us to believe that his department classified Red Rock Canyon a State Recreation Area out of his love of the off-road vehicle user, when in fact the classification resulted from a 14 month campaign waged by CORVA and every major off-road vehicle group in the state to seek this classification. At a hearing July 13, 1973 the classification was awarded and the Sierra Club spokesman were visibly shaken. They realized that they could no longer dictate their every wish to the State of California, but they have not taken this defeat without a fight. California Assemblyman Ray Gonzales, who support the Sierra Club point of view at the July hearing, has introduced AB2645. The purpose of this is to classify Red Rock Canyon as a State Park through legislation.

AB 2645 must be defeated; write your Assemblyman, State Senator and Governor Reagan and express your view that Red Rock Canyon should remain as classified by the State Department of Parks and Recreation, (State Recreation Area), and ask them to vote against the legislation.

One final point: as for Mr. Mott's

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COVER: Baja Winner Mitch Mayes and Hopetown double winner Carl Cranke. Photos by Sam Moses/Cycle Guide and Marcia Holley.

CYCLE NEWS

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views about the funds from the Green ORV Sticker, the first three months of the county funds paid to San Diego County went to Sheriff Duffy for law enforcement, not to provide off-road facilities.

LLOYD L. PALMER
So. Regional Membership Dir.
CORVA

We tried to check out these charges with the Department of Parks and Recreation. Dick Brown referred us to Ralph Goodson, who did not return our calls in spite of promises to do so...Ed.

Saving A Buck A Head

Since April 1973 there has been a chain of events that we felt you should be aware of in the BLM vs. Cactus Cats litigation over non-payment of the $1 per rider BLM fee.

1. After several threatening letters from J.R. Penny, we were finally served a summons to answer their legal demands to Bryan Freeman, Assistant U.S. Attorney in Los Angeles.

2. We applied for a race permit early in June for our race date on the calendar of December 8, 1973 and after a lengthy delay we were finally denied the permit on the basis that we had not paid the rider fee for the January race (all other conditions of the permit requirements had been met). We then had to cancel our race date on the calendar with District 37.

3. In other areas such as public campgrounds, boat loading ramps, and other such recreation oriented areas, where in the past a fee has been charged, now charging of the fee has been discontinued by congressional order, on the basis that *"the charging of the fee was not in proportion to the service that was provided by the Federal or State". (What service is the BLM providing for your $1?)*

4. We have been advised from various contacts that *"The BLM does not want this to go to court,"* as they feel they are on very weak ground in this matter.

It seems as though the federal attorneys might drag this case out for some time to come, as the hearings have been delayed several times. As a club the Cactus Cats feel as though this might be resolved if other clubs were to support our cause with a similar action. After all they can overlook one situation but if the problem were to multiply, it would have to be resolved. In addition, if this is resolved in our favor, the obvious next move would be to file a class action suit to recover funds paid in the past 13 months. This would amount to a tidy sum, which we are sure could be put to some worthy cause, such as equipment for the various rescue organizations, which in turn, benefit us all.

We might add for clarification that, we have no quarrel with the personnel working out of the local or regional BLM offices, the people that we have dealt with on matters of the permit and other contacts regarding this matter have been extremely cooperative and pleasant in every way. However, they have supervisors to answer to and are just doing a job.

CACTUS CATS M.C.
Box 881,
Corona, Calif. 91720

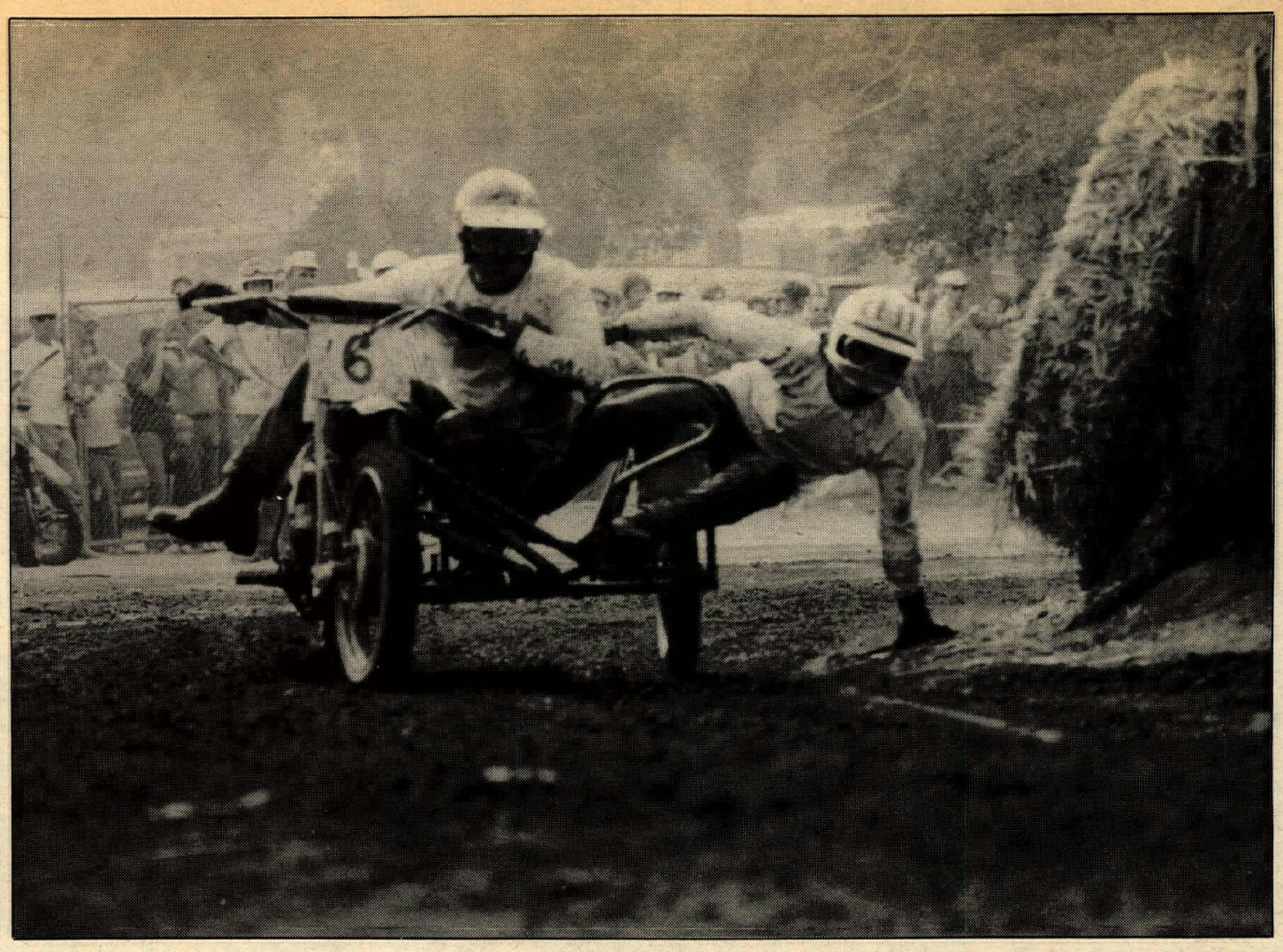
Wanna Fight?

How can I get more involved with the fight? Please explain why the BLM feels it necessary to close part of the desert? How can we stop it? We should join up with the four wheelers and the other off roaders and try to stop it.

How can I get into M.O.R.E.?

K. WILLIAMS
PASADENA, CAL.

The BLM made their desert plan because a) the president told them to and b) conservation groups wanted part of the desert for their type of activities. You can't stop it. The best you can do is take an interest in the plan You can also join M.O.R.E. by sending $10 to M.O.R.E., P.O. Box 26062, Sacramento, CA. 95826.



Old stalwarts of sidehacking. John Palfreyman and monkey Joe Gardner three-wheeled to the overall hack win at Hopetown in their Triumph-Wasp. Monohan/Ramsden (Hon-Wasp) grabbed the hole shot but faded. Hopetown story beings on page 6.

THE LATEST POOP BY PAPA WEALEY

BAD NEWS FOR EVERYBODY: The California state assembly has passed AB 1421, an amendment to the controversial "green stickie" ORV registration program. EFFECTIVE JULY 1, EVERY, REPEAT EVERY, MOTORCYCLE IN CALIFORNIA WILL EITHER HAVE TO HAVE A GREEN STICKIE OR A LICENSE PLATE. The private property exemption is removed so even vehicles ridden on private property have to have them. This means road racers, flat trackers, speedway bikes, dragsters, trials machines, and even Bonneville machines. Cars being run in the Ontario 500 will have to have them. Even if you're hauling a bike in your van or truck you have to have one. No exceptions. July 1 is the deadline. Among those supporting the bill was Russ Sanford, president of M.O.R.E. (Motorcycle Owners, Riders and Enthusiasts). The idea behind the bill is supposedly to cut down on vehicle thefts and improve recovery. The green stickie program has improved the recovery rate, but we're not sure that insurance wouldn't be cheaper. Owners of race cars will like it because the property tax no longer has to be paid on registered vehicles, but the property tax on most bikes is hardly significant.

Tickets are on sale for the Supernationals of drag racing at Ontario Motor Speedway on November 16 through 18. Although it's mostly a race for those dangerous automobiles, there will be a Pro-Bike category. Likely looking fast guys are Jim Preisler (H-D), the current record holder (8.73 at 175.75 MPH); T.C. Christensen; Joe "King Rat" Smith; James Cibel; and others. This is about the biggest bike drag meet on the very sparse list of meetings on the West Coast. If you're into it, you should probably go. Qualifications will be held on Friday and Saturday with the top eight qualifiers coming to the line on Sunday.

WHERE'S OUR EQUAL TIME? The Los Angeles area ABC Channel 7 weatherman, of all people, recently used his "early-morning-low-clouds-near-the-coast-clearing-in-the-afternoon" time slot to editorialize about how terrible all the trailbikes were out there destroying the fragile ecology of the desert. Where does he get off pulling that stuff instead of giving out the high and low temperatures as he's paid to do? Poor, very poor, George Fischbeck.

To meet the 70dbA sound level, required in the 1980's by the State of California, motorcycles will have to be one half as noisy as they are now. Such things as fin rattling, piston slap, chain, and tire noise will all have to be controlled to meet the standard on the logarithmic db scale, as well as intake and exhaust noise.

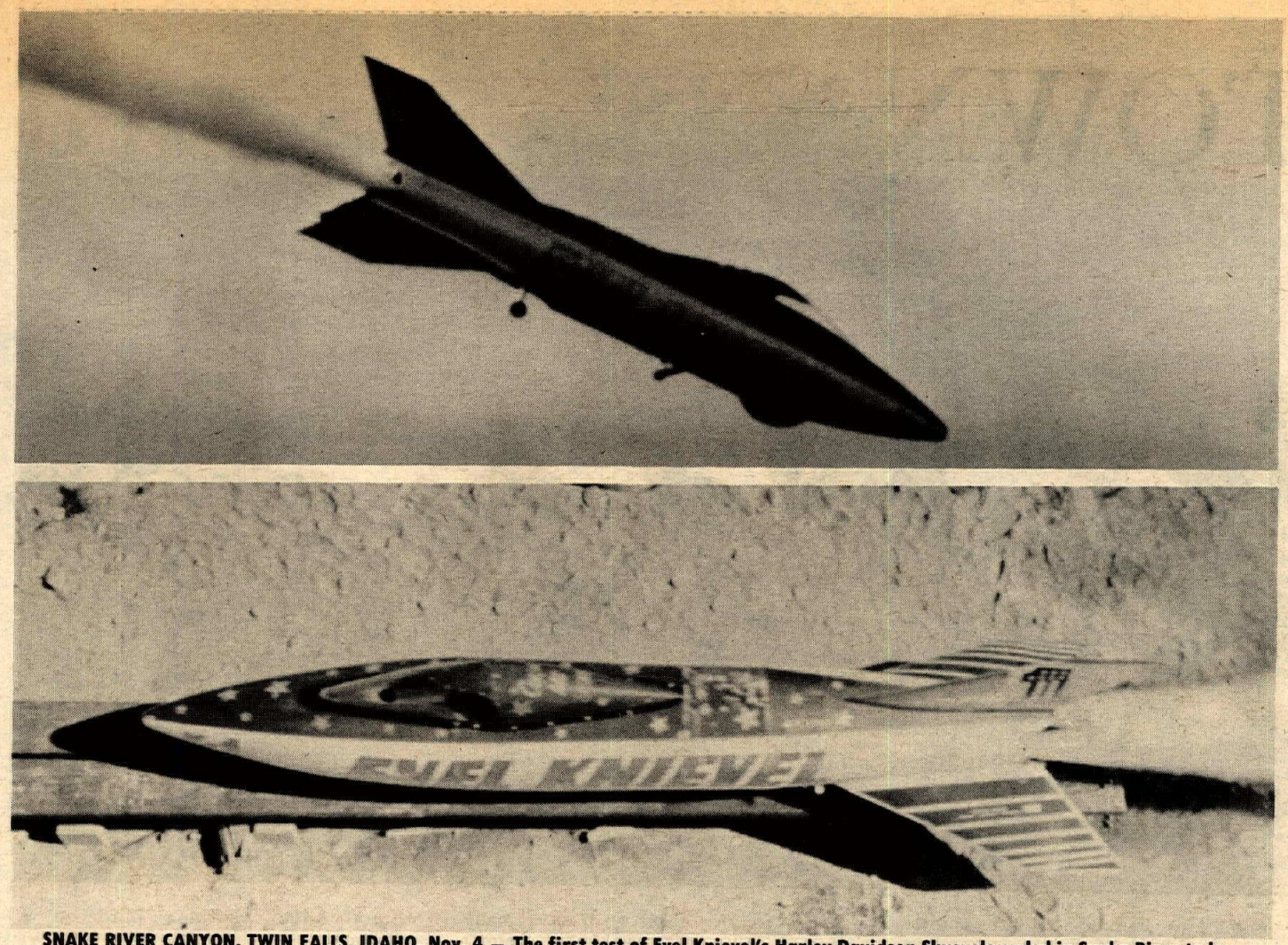
BRITISH RACERS: The Department of Transportation tells us that only motorcycles manufactured for use on the streets must meet their control placement standards (left hand shift, right hand brakes, etc.). Street legal enduro bikes would have to comply. The standard applies to motorcycles manufactured after September 1, 1974.

Seattle International Raceway, located in Kent, Washington, has built a scrambles course with an eye on the winter season. The track is designed to drain and dry out quickly after the Northwest's seasonal rains. Races will be run twice a month, the next on November 25. More info is available through the wire to 206/631-1550.

If you're an ardent reader of the Cycle News masthead, you'll note that there are now 16 women and eleven men employed here. Hubba! Hubba!

Giacomo Agostini told the British press that he is quite anxious to race in the U.S. He might even race something besides an MV outside of Europe.

Then there was a dog named Norton who always treated Japanese bikes, especially two-strokes, as other dogs might treat fire hydrants. Although this corrodes alloy rims, it does make the world more pleasant for fire men. This dog also does wheelies and is most likely to be found frequenting motorcycle shops, although he won't go into a restaurant. He is particularly fond of road racing although he seems to enjoy any type of motorcycle competition.



SNAKE RIVER CANYON, TWIN FALLS, IDAHO, Nov. 4 — The first test of Evel Knievel's Harley-Davidson Skycycle ended in Snake River today, as the daredevil machine soared across 1,000 feet of the 2,000-foot-wide canyon and plunged 800 feet into the river. The cycle was not equipped with a parachute and Evel was not aboard. After the test, Knievel said that he was confident he could make it all the way across and succeed in his mile-long jump attempt. "We'll just have to raise our sites and use more power," Knievel said. The actual date for the $100,000 prize and prize money motocross races and the Canyon jump will be announced as soon as possible.

Bob Hayes and Bob Ham of M.O.R.E. were quite successful in getting several of their suggestions incorporated into the BLM desert plan in its current form. It was Hayes who was successful in getting the BLM to open up more competition areas, and also greatly influenced the BLM decision to allow enduros to be run in "Existing Roads and Trails" and "Special Design" areas. Ham, who also represented CORVA, was instrumental in getting the Glamis Dunes corridor included in the plan. Ham is without a doubt developing into the most effective and articulate ORV spokesman in the state, with his M.O.R.E. cohorts Hayes and Jim Manning running close behind. In spite of name calling incidents with the Sierra Club detailed elsewhere in this issue, CORVA and M.O.R.E. are still the best representatives off roaders have today.

There is a rumor circulating that the Barstow to Vegas race will either a) not be held, or b) be restricted to people with green stickies. Both these charges are pure fiction. First, the BLM has no plans to stop the race as the rumor alleges. Second, currently green stickies are issued by the State of California and are for use on State lands. The BLM is a Federal agency, and the race will cross Federal lands. No green stickie is required this year.

We know a mechanic who worked for several hours on what he supposed was a customer's bike, only to find, when he recognized the key ring upon preparing to test drive it, that it was his own. He had just tuned it the week before, of course.

ELSEWHERE: Tucked away between the pictures of naked people "Oui" magazine has an article on Cliff Carr, and "Genesis" has an article on the Superbowl. Do you suppose that motorcycling will replace nudity?

Marty Smith seems ready to hook up with American Honda and race for them.

The same dude who tipped us off to the rumor about the Barstow to Vegas run also sent us an article concerning closure of certain private lands near Lancaster. However, much to the fury of the staffer who talked to him on the phone, the staff toad lost it. We could dig a duplicate, and we promise to keep the warted one away from it.

An E.C. Birt wankel?

A NICE SURPRISE: We got to see the new BMW 900's the other day and we were very, very favorably impressed, even more so when we took a quick ride on one. The attention to detail and the small but significant innovations are refreshing these days. Some of the trick goodies include a front brake failure warning light, a hydralic steering damper that changes its rate of damping by changing the leverage that it gets on the forks, a master cylinder for the disc front brake system located under the tank where it won't get damaged in a crash, a gearbox that no longer goes clunk, five speeds, items aimed at making life easy for the mechanic like an instrument panel that comes off with one nut and contains water- and vibration proof printed circuitry and a one piece shifting mechanism, plenty of storage space under the seat, a quartz halogen headlight, and a 25 ampre hour battery. That's just on the standard models; the 900 sport has all sorts of goodies including a clock, something that sounds a little foolish until you think about how difficult it is to look at your watch while riding or how often it would be convenient to know the time while you're touring or commuting. Riding it was impressive to say the least. Comfort, handling, control response, power, torque, and performance left us wishing for more after our brief ride. BMW has sold quite a few more bikes than they've even got in the country yet and we are quite sure that the buyers won't be disappointed. The fellows at BMW were grinning like a bunch of kids who finally got a toy that they'd always wanted.

Kookie, world's fastest dog desert racer, found a friend and has now become the father of seven or eight brats. John McGowan, Kookie's teammate, and Art Stevenson, owner of the other half of the puppies have decided to have a raffle for the puppies and give the proceeds to Rescue 3. You can get more information from John at 213/567-5697 and Art at 714/539-9173. If you've always wanted to have a dog that would go riding with you, this may be your chance.

AND MAYBE HAILWOOD WILL RIDE IT: The most interesting rumor that we've heard about Honda's racing intentions concerns the lightweight combined road racing class. The rules for that class allow two stroke twins or multis of up to 250cc displacement and two stroke singles and all four strokes of up to 360cc displacement. At least 25 have to be built. So what might Honda do? They might build a two stroke. They might use the 350 four or the 360 twin. The most interesting rumor that we've heard, however, is that they might make 25 of the 297cc six cylinder machines that dominated road racing in Europe a few years ago. Hoo, boy! That could get interesting. A reliable source tells us that such a move is under consideration.

The FIM Congress has decided to require silencers for all FIM International events which means that, if the AMA is to host a Formula 750 road race, all machines will have to be muffled. We're glad to see one association being responsible rather than uptight about the noise problem. Incidently, all bikes entered in the ISDT were measured at less than 84 dbA, so that will be the requirement for future ISDT's. Oh yes, the FIM has decided to hold next year's ISDT in Italy.

The shaft driven, horizontally opposed four that Honda has been playing with was built for Harley. You figure it out.

We understand that Bay Area Bultaco go-faster Ken Zahrt (who must be up to a whopping 114 lbs. by now) has been picked up by the Bultaco factory to campaign the 125cc World Championship next season. Based on first-hand observations, one staffer believes that Ken can beat most 125 pilots on the small-bore GP scene with the possible exception of reigning champ Andre Malherbe (Zun). Look out, Yurp, the Americans are coming! Pomeroy will be back, too.

George Johnson wants to thank everyone who helped his son Mike when he was injured at the Rams Run a while back. Mike, who was first overall Novice in the 1972 Check Chase, and missed the 1973 Check Chase with a broken hand, unloaded real hard after the second check of the hare and hound. Rescue Three deserves a lot of praise for getting Mike out after he suffered a ruptured kidney and liver and face and neck injuries. As of Monday morning Mike was in intensive care in Brea Hospital. We hope he makes it, and thanks to everyone who helped.

California Lt. Governor Ed Reinecke referred to the new BLM plan as "the cold, harsh hand of Federal bureaucracy. There must be a better way..." If he's trying to make political points with off-road enthusiasts, he probably succeeded just by that simple statement, which is also pretty safe. We get the impression that Ed Reinecke may be into bikes, possibly because he's from the desert riding area around Lancaster-Palmdale and possibly because he's figured out how many votes bikers represent.

CMC is throwing some doubleheaders at Ascot for the next couple weeks. The half-mile and TT programs are combined, with cash on the line for the 250cc five-lap oval and for 250 and 500 combined TT bash. The 200cc and under category will compete for half-mile trophies, and the 125 and unders will do likewise in TT; both are three-lap mains. It takes a CMC license, buyable at the gate.

Some cycling exotica will be displayed at the L.A. Convention Center in Cyclexpo, November 21-25. The much-rumored Benelli Six will be shown, plus Phil Read's 500cc MV Augusta Grand Prix road racer. They also promise custom bikes, accessories, vintage machines and bike movies. Discount tickets are available at Honda, Kawasaki and Suzuki dealers.

The U.S. Forest Service cancelled the Barefoot Enduro two days before it was scheduled to run on November 11.

Then there was the motocrosser who countered a claim in a horse vs. motorcycle discussion with the fact that he once had a pony with a Sachs gearbox.

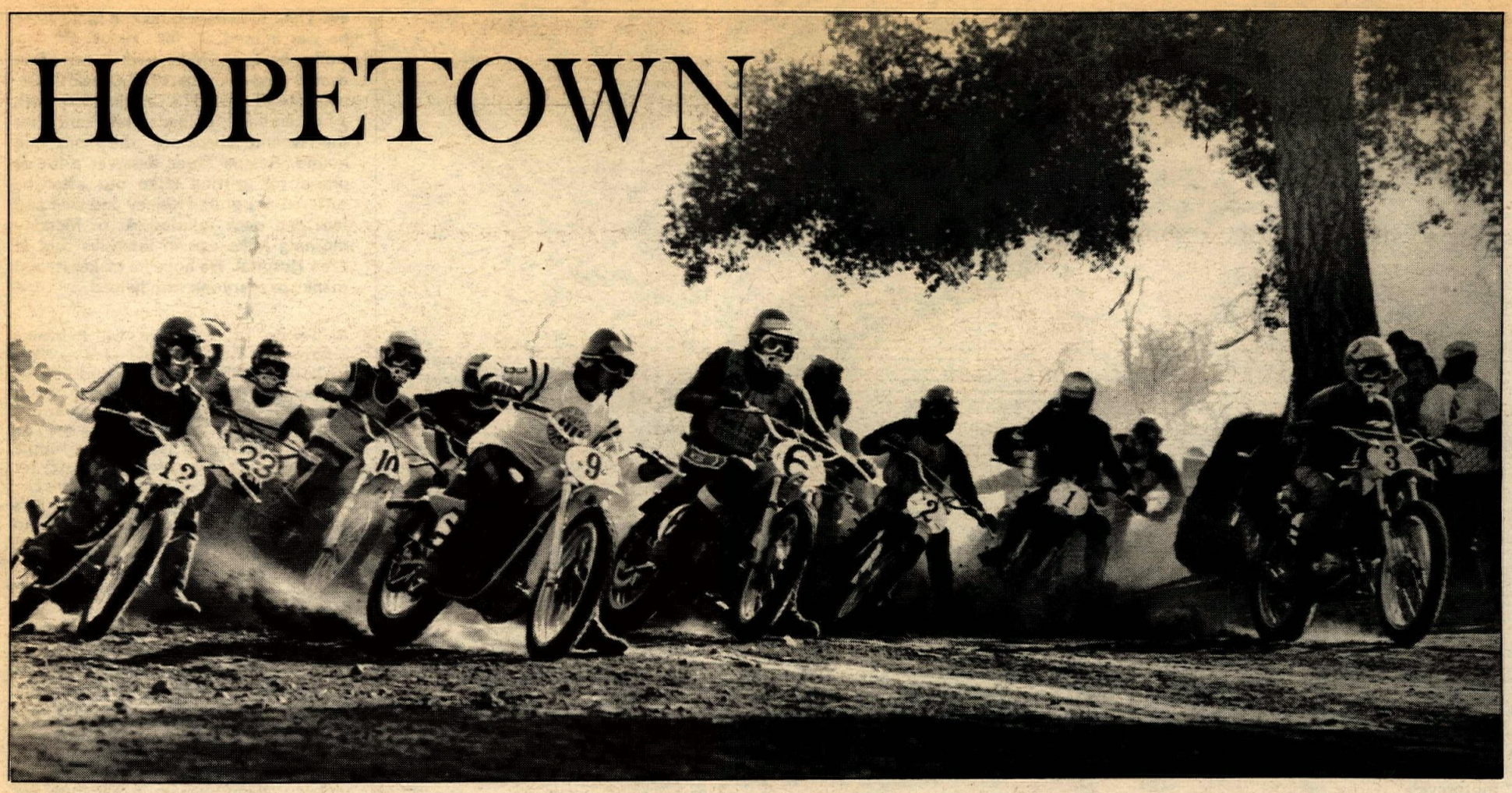
The CN Baja 1000 reporting team sorely reports after 300 miles of riding on the course that Curnutts will leak, stock Boges bottom fiercely, and it's pure blind luck if you don't hit the rocks you don't see. Groan.

RECORDS THE GUINNESS BOOK OF WORLD RECORDS DOESN'T CARE ABOUT. San Felipe to Bahia San Louis Gonzaga time for motojournalists on 125cc bikes — in the dark: 5 hours, 10 minutes. (Includes two rock inspections and a plug change.)

The EPA and the New Jersey State Department of Environmental Protection held a joint press conference to release their Control Plan for EPA Region II in Northern New Jersey. No restrictions were included on motorcycle usage or registration as earlier proposed by the EPA. Gerald Hansler of EPA Region II stated, "It is more important to control emissions and noise from motorcycles at the manufacturing point than in a community by community basis."

A few people who have been around AMA National Championship racing for a long time will remember RAY HENDERSHOT. Ray was Sammy Tanner's tuner during his Novice and Amateur years. He also prepared Bugs Mann's bike when Dick won his first National, the Peoria TT. Ray used to own a shop in the Midwest, just so racers would have a place to go and tune their bikes when they were passing through St. Louis. Ray is now in St. John's Hospital (Room 101), Leavenworth, Kansas with leukemia.

HOPETOWN



Saturday

By Tod Rafferty
Photos by Dick Wright & Rafferty

HOPETOWN, CAL., NOV. 10

Over 15,000 people showed up for the first day of the fifteenth annual Hopetown Grand Prix. The epic Corriganville Carnival, hosted by the Dirt Diggers M.C., may or may not have written its last chapter, depending on whose opinion one listens to. But regardless of its future, the Hopetown weekend this year was a great gathering of racers, watchers, drinkers, bicycle MXers, lovely ladies, dust, mud and general good times.

Saturday's racing began with the 100 Novice event, which saw Mark O'Neal put his Cycle Products West Hodaka in the lead on the second lap, displacing Mike Carter's Penton. After a mediocre start, Steen-mounted Bob Kline began working his way swiftly through the pack. The Alsport-sponsored Kline overtook O'Neal at just past the half way mark and pulled ahead for the win. The semi-official results show Jeff Drummen (Hod) taking second and O'Neal finished third.

Larry Watkins, Cordis Brooks and Carl Cranke went to the front in the 100 Amateur/Expert race, with Watkins pushing his Tyran-Sachs-Birt scooter into a healthy lead. But an early shunt with Brooks alledgedly tweaked the Tyran's frame enough to loosen the swingarm nut, and Watkins retired after working up a good lead. Brooks also broke and Cranke took over in front and won it. Gene Cannady on a Hodaka was second and Amateur R. Sanderson (Hod) was third.

The 125 Novice win went to Steve Merrifield (Suz), sponsored by Jawbone and Friends. John Hartel rode his Yamaha to second place, followed by the Kawasaki of Mike Beanway. There were some mightly quick Novices.

A number of heavy duty names appeared on the roster for the 125 Amateur/Expert round: Gene Cannady, Jeff Wright and Mark Adent riding for Hercules Distributing, John and Mark Hateley under the Steen's banner; Carl Cranke and Danny LaPorte, Penton and Mettco; Kawasaki's Al Baker, and well known names like Russ Darnell, Larry Roeseler, Rob Morrison, John Rice and Jim Connolly. It was the first of several weekend showdowns between the desert riders, the motocrossers and the several AMA national circuit riders.

This round was split fairly evenly among racer-categories, with Riverside SCORE International winner ("the richest off-road race ever") Al Baker taking the victory, followed by Mettco MXer Danny LaPorte in second and ride-anything-with-two-wheels AMA Expert John Hateley in third. It was a heavy anxiety race, and was finally flagged away with a hand-on-helmet start after numerous flase beginnings.

(Author's note: Apologies to the fellow whose bike I ran over at the start when he was knocked off in front of me. My only choices were you or the bike. And very bad Karma to the two Experts and one Amateur who ran into me unnecessarily when there was plenty of room to get by.)

The 200/Expert/Amateur/Novice combined free-for-all went to Vincent Clark (Suz) with Novice George Corcoran (Hon) splitting the first two Experts with a second place. Bruce Jones (Puc) was third finisher.

The 250 Amateur event was highly populated, and when the increasing dust settled it was Bultaco rider Tim Lamar at the flag. Second was Jeff Jennings on a Honda, followed by the Maico of Jim Gappa.

Carl Cranke had some carburetion problems with his 125 earlier, but in the 250 Expert race he put in a fautless performance. Cranke had to really hook it to catch early leader John Hateley on his immaculate Trackmaster Triumph 250, the fastest Cub ever seen by anyone at anytime, anywhere. Little John had some brief problems at the mudhole, and Carl was soon on him and by as the pace increased, or seemed to, with every lap. Cranke had the 250 Penton cooking, setting the fastest times of the day to take the victory. Hateley was second, followed by none other than his brother Mark in third place on a Kawasaki.

The legendary John R rode smoothly to finish well up in the standings, and a number of other notable names will appear in the tally of final results.

Scott Smith (Hon) won the 250 Novice final over several million contestants. Bill Coburn put another Honda in the second place spot, with Bruce Butler finishing third on a Bultaco.

Hopetown is just a stone gas, especially for a first-timer like this reporter. We hope it goes on forever. The full results will run we get them.

Sunday

By John Huetter
Photos by Marica Holley and Huetter

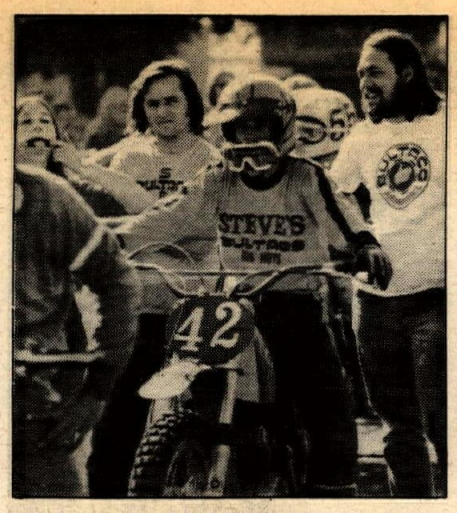
HOPETOWN, CAL., NOV. 11

It is really incredible. With fantastic organization, some money, a run-down old movie set and a sense of history, the Dirt Diggers M.C. have taken a narrow, cobby, tree-lined seldom-used course and created a motorcycle competition classic. This weekend, the Dirt Diggers M.C. 15th Annual Grand Prix (They dropped the "and International Motocross" part) was just about the biggest thing happening in the West.

Saturday had been nice; the second day of competition and socializing on Sunday was super in a mellow sort of way. The environment: an increasingly dilapidated Western movie set amidst big rocks and oak trees. There is a race course flagged in it. The people: dozens of Southern California's smoothest ladies, young and old, who cruised the area with wine bottles in hand exposing the right amount of skin , never having bothered to stop by the lingerie department; hundreds of sportsmen racers of all skill levels from D-37 Novice to National numbers like Terry Dorsch and John Hateley; spectators, lots of spectators who paid real money

Larry Watkins, out of first place and the race with a loose swingarm.

John Hateley on the world's fastest 250 Triumph.



like $3 a head — the Dirt Diggers said more than 32,000 saw both days. It's believable.

Kids on "motocross" bicycles were underfoot, overhead and shooting around in all directions. The DDMC had a bicycle race before the regular events got underway and the pre-motorized racers couldn't be turned off just because their racing was over.

The only sour note we detected during Sunday's happening were spectators who thoughtlessly sought better viewing positions by wandering across the track during the racing. Bad show. Course marshals were overworked and hot and dusty but generally did a good job with the crowds who came to see that special blend of enthusiasm and excitement that only good sportsman motorcycle racing seems capable of generating.

Maintenance of the heavily used circuit during the day was generally good, though each class will have the right to complain, purchased with their entry fee, that it was too muddy/dusty/rocky/slick because the course was watered/not watered/etc. just before their event. I liked the course and so did most everybody else who rode it; short by GP standards, tough, fast, and fun. It's the sort of thing most guys would like to ride every weekend.

Yes, the oglers were lined three-deep at the notorious mudhole and yes, a few unfortunates per class actually did manage to lose it in the brown glop, but the slime pit was not as bottomless as some would have you believe. There were at least two good lines through it.

There were lots of 500 Novices. It took two heats to get 72 of them into the five lap main. When it was all over, really all over, the last race of the weekend, Russ Mortenson had overcome. That's a hard way to get a trophy on $1500 worth of racing machine. (The same thing had gone on with the 250 green platers the day before. It's not really a bad solution to crowded Novice classes.) Winners? There was an official one for each class but a lot were winners who nobody except themselves knew anything about. Personal victories were frequent and fine. Guys you've heard about before kept on going fast at Hopetown.

Bob Kline is 12 years old; won 100 Novice class on a minibike. Make you feel old?

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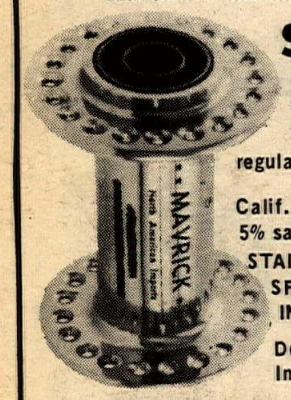

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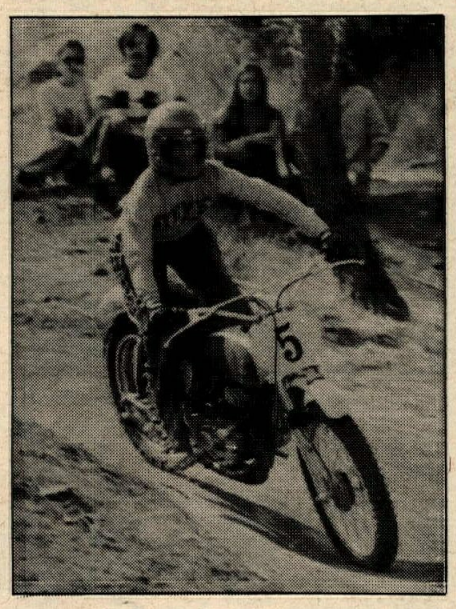
Wire to wire winner in the 500 Expert class. Ken Zahrt. He was very rapid and never looked back.

Will Harper gets his CZ sideways in the mudhole but was never challenged for the 500 Amateur win.

Second Powder Puffer and first Novice was Marcia Holley on one of Fred's Pentons.



Dominating the extra-large Powder Puff contingent was Jeanene Turton nee Pennington on one of Steve's Bultacos, presumably tuned by her husband.

John stopped to pick up Kookie after the start.

Classic form over the whoop-de-doos.

Bob Hosford ran away with the 350 Combined class on a 325 Long Beach Honda. It seemed like he lapped everybody but the second place rider. Bay Area Bultaco teammate Ken Zahrt dominated the 500 Expert class on a similiar product in a way we wouldn't have thought possible for the young rider. He was truly impressive. The only two guys who could stay with Kenny were Precision Cycle's Tony Rogers (Mai) and Husqvarna's Terry Clark. They were going some rapid, those three. It gave all us slow dudes a shining example to follow. Champagne time at Bay Area.

The largest Old Timers' class in recorded history (and some of those guys go back quite a way) roared, putted, sped, and wobbled around eight times to the sound of grunting, panting and wheezing. Except for John Maroney who belies his age (Cheated on his birth certificate, right?) and rode an orange Maico in front of all the Golden Agers from start to finish. As crack announcer Don Kempt commented after the grueling ordeal was over, "Somebody come down to the finish line and help these old timers push their bikes to the pits. And bring them a martini." A lot of foxy-looking daughters and patient wives did just that, getting the old man back to the truck before his heart attack.

By the time things had settled out to a mild buzz in the heads of most of the onlookers and a lot of racers were licking their wounds or bragging about their accomplishment, the Open class ran. Open everybody: Expert, Amateur and Novice on a mix of Triumphs and 501 Maicos. Jim Wilson, in his first ride on a Triumph, led the more experienced four-stroke pilots for several more laps, challenged by Terry Dorsch and John Hateley, until John finally got past and started building a small cushion. Hateley was taking Jim too much for granted, wheelying down the straight through town and back off to keep the race interesting. Jim actually managed to close the gap by the final lap. Terry seemed to fade a tad, no doubt preferring smoother tracks, as George Elliot finished first Amateur and Mike Fanucci, first Novice, both on the two-stroke things. Speedway star Mike Konle motored his British sled through the dirt consistently in third overall. It was a veritable gas to see all the Pro and near-Pro racers out play-racing, obviously having a good time, and getting back to the roots of their professional careers.

THINGS REMEMBERED: Preston Petty showed up, on his way back from winning the 125 class in Baja. He took Gene Cannaday's riding number in the Open Expert go. He's never missed a Hopetown GP, even when it was Corriganville. Mitch Mayes also came back from his Baja win to ride that class. They were both still a bit tired.

John Rice was seemingly at the grid of every race he didn't ride, helping with a kind word or a hand for everyone from Novice to his fellow Experts. He still goes fast when he's going. And very, very smooth.

The Dirt Diggers were good PR men for themselves, managing to be competent, firm and friendly all at the same time.

The first turn crash in the 350 Combined class which was followed soon after by the second turn crash. It happened in a lot of other races, too, that just happened to be the first full event of the day.

The guaranteed unbreakable lever that broke.

The girl with the blue eyes wearing the flower top and carrying the bottle of Spanada.

Hopetown 1973. Long may it wave. Maybe you'll get to see yourself in the movie that Orville and Ollie's made of your race. ●

Results:

THE UNOFFICIAL TOP THREE

350 NOV/AM/EX: 1. Bob Hosford (Hon); 2. Bryan Breker (Bul); 3. Matt Bilton (Bul).

Old Timers: 1. Bill Todd (Mai); 2. Jerry Willingham (Bul); 3. D. Carey (Yam).

500 Am: 1. Will Harper (CZ); 2. Craig Adams (Hus); 3. Leonard Liston (Mai).

Powder Puff: 1. Jeanene Turton (Bul); 2. Marcia Holley (Pen); 3. Janice Kline (Hon).

500 Ex: 1. Ken Zahrt (Bul); 2. Terry Clark (Hus); 3. Tony Rogers (Mai).

Sidehacks: 1. Palfreyman/Gardner (Tri-Wasp); 2. Saxlund/Shirriff (Yam); 3. Ridyard/Plahovski (Yam).

500 NOV: 1. Russ Mortenson (Mai); 2. Steven Gordan (Hus); 3. Richard Kelsey (CZ).

Open Nov/Am/Ex: 1. John Hateley (Tri); 2. Jim Wilson (Tri); 3. George Elliott (Mai).

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Redwood National Enduro

It's about as far north as you can get in California. It was cold and wet. Course-marker sabotage made it worse.

Foul weather and foul play in the northern pines

By Ron Schneiders

KLAMATH, CAL., NOV. 4

It is not very often that a simple, bald statement of facts can convey the difficulty of a really tough enduro, but in the case of the Rattlesnake 125-mile National Championship, a few facts pretty much tell the story. 283 riders signed up. By the fourth check, about 76 miles out, only 49 riders were still within their hour. The best rider by that check had lost 38 points and he was no klutz, having won a gold medal at the ISDT only a few weeks back.

The enduro was terminated at Check Four, not because of the difficulty, but because someone turned an arrow or two and sent riders the wrong way between checks four and five. Considering that the riders had by that time pretty well sorted themselves out, elimination of that portion of the route was more an irritation than a disaster. The rider who was leading then was Ben Bower so he was overall winner. As far as the Class C riders were concerned, the enduro could have been terminated at Check Three because no Class C riders were within their hour by Check Four.

The course, taken by itself, was not that difficult. It was entirely on land owned by three companies, Miller-Rellim Redwood Co., Arcata Lumber Co. and Simpson Timber Co. and, not unnaturally, most of the course was over logging trails. Since the logging trails have to be wide enough for a Cat, they are for the most part quite rideable but very rough. Broken splinters of wood stick up at odd angles, boulders and rocks that have been dislodged by the Cat treads are strewn haphazardly on the trail and there are gouged holes in unpredictable spots.

The day before the event I was able to ride over a good portion of the course through the generosity of Wendy Sondergard, the owner of the Crescent City Honda shop: B&W Sales. Wendy loaned me his personal 350 Honda Single which, I might note, is an impressively strong machine. I went out with the layout crew for a semi-final check of the marking. It was raining when we started and quite cold, with patches of fog and very slippery going. Even though we were stopping periodically to bang up arrows, it was easy to see that the proposed schedules of 20 and 24 MPH would not be easy to hold if the weather stayed poor.

What happened was the weather got worse. On Sunday the pit area was a soggy mess from the continual rain, and it was dismally cold. Some riders were well prepared with good rain suits and shields on the handlebars to keep their hands reasonably warm and dry. Other riders started out with leather jackets that were soon soaked, light motocross gloves, and un-waterproofed boots.

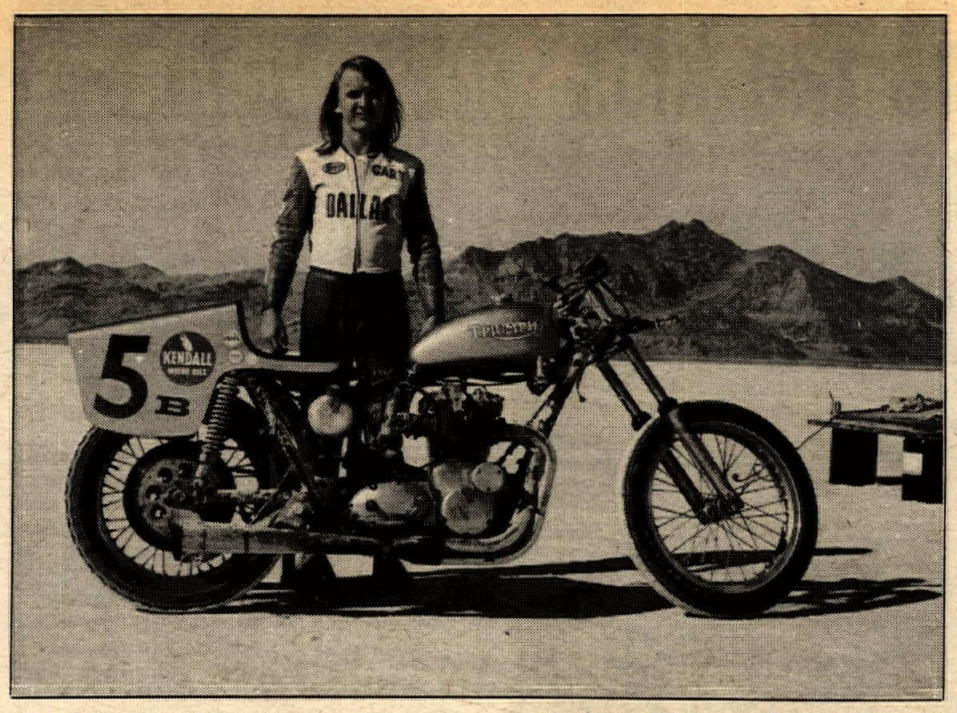
With my experience of the day before I felt like telling them to load up and go home, but I knew it wouldn't do any good. Less than twenty miles out the riders ran into the first snow. They were in snow for about 30 miles and about 10 miles of it was deep (8-10 inches) foot-paddling snow. With the combination of fog, rain, snow and occasional sleet, visibility was not great at any time and was often impossibly bad.

The sponsoring club, the Redwood Scramblers, had planned a spectator treat for the end of the event, a river crossing just a few hundred feet from the finish line. Everyone went to the river. One or two people walked across to see if it was passable. It was about knee deep with a swift current. It would be interesting to say the least.

The time for the first rider came and went. A hour passed. The first rider was now disqualified. Pretty soon it was evident that there weren't going to be *any* finishers and everybody went back to the pits wondering if massive rescue operations were going to be necessary. Then a few riders straggled in and the sad story of the turned arrows was told.

Ben Bower was one of the first riders in (He had started No. 41 C!). He had

Continued on page 19



Gary Wilson and the boys from Big D set a batch of records with their 1000cc Triumph triples.

Bonneville Report

By Paul Flanders

In order to update you, our last news items about the land speed record attempts at the Bonneville Salt Flats had Bill Wirges setting a gasoline class record at 241 MPH in the S-AG-2000 class with two Kawasaki 750 engines, Dennis Manning and Borris Murray losing transmissions in their double Triumph liner at 210 MPH, and Don Vesco getting 222 MPH out of a pair of tired 350 Yamahas.

Wirges stuck around a couple more weeks. He had fuel starvation and/or ignition problems which ended up costing him eight engines with piston problems! He decided to hang it up for about three weeks, go home, regroup, and return with more machinery. In the meantime Manning and Murray, after putting in a different transmission, contacted Jack Wilson of Big D Motors in Dallas to see if he wanted to split the bill and use the salt for another week. Jack jumped at the chance due to the problems he had encountered during Speedweek (August 19-25).

Upon arriving at the salt it was determined that it was too wet at the five mile mark to run the streamliners for at least a week. But there was enough dry salt to run the open bikes of the Big D boys. Gary Wilson set new records of 164.928 in MPS-AG-1000, 165.842 in MPS-AF-1000, and 152.854 in M-AG-1000. David Cantwell set records of 161.012 in APS-AG-1000 and 145.358 in A-AG-1000. John Minonno set records of 161.465 in APS-AS-1000, 161.804 in A-AB-750, and 162.635 in APS-AB-750. All records were set on Triumph triples. The 1000cc engines are built by boring and stroking 750 triples to 650cc twin cylinder specs. Those competing in the AB engine class had turbochargers.

Since Triumph pays a contingency of $1000 for any open bike class record over 160 MPH the boys from Big "D" more than covered their expenses for the week. These new records might be super tough to beat during Speedweek next year because of the lower temperatures and denser air in late October (all the above records were set between October 24 and 27).

In the meantime the puddle of water at the 5 mile mark had dried out. The timing equipment was reset-up and on October 30 both Manning & Murray's and Bill Wirges' steamliners were ready to run.

Bill ran first and destroyed another motor at 160 MPH. This time the middle cylinder on the rear engine went. Each time it was a different cylinder. Bill was so disgusted he decided to pack it away for the rest of the year.

Borris ran about fifteen minutes later. A front wheel bearing retainer gave out causing him to go into a wobble. He cleared the lights at 255 MPH and fell on his side. Both parachutes automatically deployed and yanked loose their mounts. After skidding half a mile to a halt, Borris was unhurt and the 'liner was in fair condition. After spending two days repairing it they were ready to run again.

Earl Flanders, AMA referee for Bonneville, was also ready to run again after two weeks in the hospital due to a ruptured apendix. His son (me) had been his replacement during that time.

During the next run Borris blew two engines with a top speed of 218 MPH and had no handling problems. By the next day they had different engines installed. After a warm up it was discovered that the front engine had no oil pressure. So they decided to disconnect the chain and run for a single engine record. This time a rear wheel bearing went bad causing him to fall again. The decision was made to go home and rebuild the engine.

So currently the Harley-Davidson record of 265 MPH still stands and has very little chance of being broken this year.

One additional note to Bonneville veterans, the new Stateline Hotel & Casino opened. It is really super, you can hardly believe it's in Wendover. It even has flush toilets and inside plumbing! •

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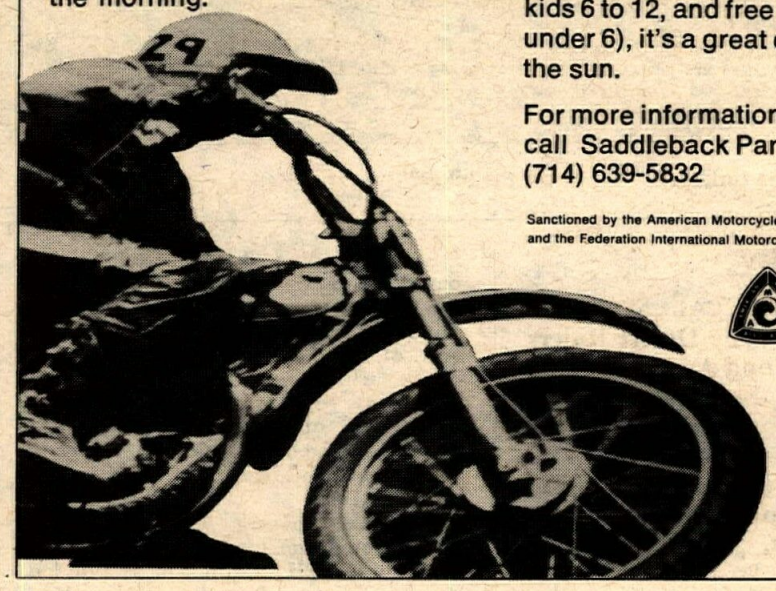

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Shootin' turkeys with Ma and the kids

"Which way to the turkeys?" "On or off the bikes?"

By Larry Langley

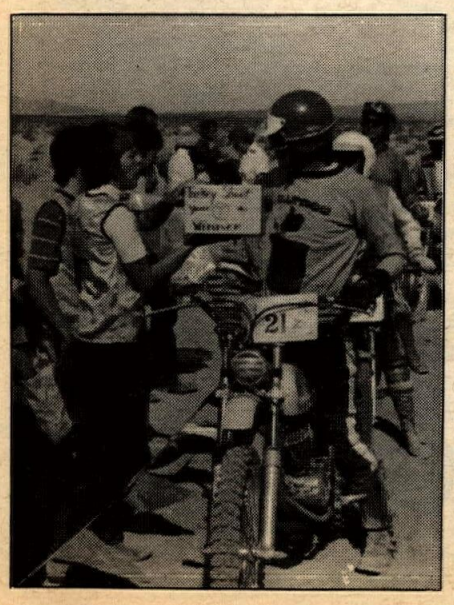
SOGGY DRY LAKE, CAL., NOV. 11

The Pomona Valley Desert Riders threw their second Annual Turkey Shoot Family Enduro and 1200 riders came out to take part. Interested observers were Phil McDown and wife, Pat, from the California Department of Parks and Recreation.

Dave Martin, President of PVDR, sent Governor Reagan a letter inviting him out to the enduro and since he was busy, he at least sent a representative. I talked to Phil and he was quite interested in the enduro scene since he is involved in the effort to obtain land for ORV use through the Green Stickie program.

The first riders started at 8:01 on a 29 mile loop billed as an easy ride for the whole family. My son Bobby rode with me as part of a concentrated effort to get the "Buddy-up" class going again. The loop wasn't hard but a couple of sections carried a fast 24 MPH schedule. Most of the people I talked to agreed this was too high for the terrain. It created a bad situation in that the women and kids were riding along at their pace while the better riders were trying to pass them. An 18 MPH average would have been better.

"Go on, pick one. There's nothing in the box to bite you. Heh, heh."



After zeroing the first check, we entered a section of 24 MPH terrain I call "gully running". It was up and down, up and down for miles. At the end of this section, was the second check which was five minutes off. Shook me up for a minute but they were aware of the error and the check will be adjusted five minutes. Lost one point here and wasn't the only rider late.

Further along the loop we encountered the opposite extreme and hit a three MPH section. The section led down a neat canyon that did produce some bottlenecks but what a lot of riders didn't understand is that three MPH is so slow you can't ride that slow. If they would have thrown a check at the bottom or in the canyon itself, they would have caught just about everyone early. The women and kids really had to pick their way down and it didn't help that some riders were actually snarling at them to get the hell out of the way. If they are that competitive they ought to stay out of the family enduros and ride the tougher ones.

Some more easy running, one more secret check and then up a sand wash, across country, drop down to the dry lake, and turn for home. The end of the enduro for the kids and women but waiting for the rest of us was the second loop which was billed as "harder".

After a 21-minute break, I tackled the more challenging second loop, this time without my riding partner who was running around showing off his finishing pin to the other kids. The second loop started off running through the sand dunes for which Lucerne Valley is famous (?). About eight miles out we came across a sign which read "URA Hill". Now the riders who rode the recent URA "Little Tuffy" enduro immediately understood the significance of the sign as we went over the crest down a vertical sandhill which, at first glance, was frightening for a "C" Class rider. For the experienced riders it was a blast, just stick it in second gear, gas it, and hang on! At the bottom was a check which was hard to hit right on as the traffic built up at the top.

Leaving the check was more sand, but nothing too hard until we came upon another sign at the bottom of a slight hill which read "Wick it on!" At first I couldn't figure out why. When I tried to get up the hill I found out why...that damn hill must have been made of quicksand. With Trials tires on the bike I was riding (A new stock 350 Honda), I never had a chance. I pushed along with most riders. What a killer! If they had a check at the top, I would have lost over five minutes there.

We then dropped back down to the desert and more cross-country sand and rock running. Soon we entered a bitchin' downhill canyon which, at 24 MPH, had me falling further and further behind. I realized this was the section that PVDR threw in to insure no one would zero their enduro. Tight and windy, a lot of slow-down-to-first-gear turns, knowing there would be a check at the bottom to record my tardiness. Finally the bottom and sure enough, there was the check sign but no checkers! What a relief, they somehow didn't make it there. Bad break for PVDR, but salvation for me.

The course then turned us onto a fast fireroad and it didn't take long to get back on schedule at 60 MPH. About 25 miles out, there was an emergency gas stop for the bikes which couldn't make the entire 44-mile loop on one tank. An enduro bike should but this was run-what-you-brung type enduro, so therefore the gas. A short break of five minutes and we were off again. Awaiting us was another nasty section with another cute sign. This one read "Shock Absorber Test Area" and did it ever! Rocks, rocks and more rocks. Eighteen MPH and total concentration to prevent crashing. And, yes, another PVDR check waiting to catch late riders. They must have been taking lessons from Ed Wight. They learned pretty good, too. Leaving the rocks it was back into the sand until the final speed change of the enduro dropped us to 12 MPH for a tight canyon. This time it was uphill and there were some challenging obstacles to get over. After the last secret check, it was Hare and Hound time into the pits for the end of a good run. We turned in our time cards, received our finishing pins which showed a guy on a motorcycle chasing a turkey with an ax in his hand. Speaking of turkeys, we next rode up in line and drew a wooden token out of a box. If the token had a red "T" on it, you won a turkey! Mine did and I thank the PVDR for my upcoming Thanksgiving dinner.

The marking wasn't quite up to the previous excellent standards of the PVDR. In some sections, it was quite hard to follow. A couple of times I had to stop and look around to find the course. I didn't get lost but I talked to a couple of riders who did. It could stand improvement.

Other than that, the second loop was super. I had a good time, lost one point, and can't wait for the results. ●

CRC MX

By The Shadow

ELSINORE, CAL., NOV. 4

Despite the fact the Riverside County Board of Supervisors still has not reacted to the pleas of Rawhide Park to install a directional sign on the main highway between Perris and Elsinore, the California Racing Club of Riverside was still able to find its way here for Sunday motocross racing.

For some reason, the tax-paying owners of Rawhide Park are not allowed to place a directional sign on the highway, despite the fact their business is well off the road and out of sight of passing traffic.

Anyway, the regular first-Sunday of the month CRC program could best be described as a moderate success, with a fair turnout of Expert and Intermediate riders on hand to do battle.

In the Expert classes, Ron Dugan (Hus), had things pretty well his own way, although Michael Jackson (Hus), did give him a run for his money at Open Expert. Shawn Huffman (CZ), got off on the wrong foot, but won the final two events to capture the 250 Expert class victory from second-placer John Barelay (Mai). Finally, Brian Renshaw (Hon), broke a 700-all deadlock with Bob Rutten (Hod), on his final moto to take the overall win at 125 Expert.

Intermediate classes found Rick Valentine, mounted on a CZ, an easy winner over second place finisher Cal Parson (Mai), at Open Intermediate. Action was just a bit hotter at 250 Intermediate, where Fultron Tidwell, riding a Honda, slipped past Brian Harber (Hon), who finished in second place, by 125 points. Finally, Paul Minnis (Hon), grand-slammed the field at 125 Intermediate.

Reviewing the Open Novice race, Doug Stagg (Hus), was a grand-slam winner; Richard Mata (CZ), followed suit at 250 Novice; Steve Marks (Hon), was a winner at 125 Novice, nipping second-placer Jeff Sanchez (Hon), by 31 points; and Doug Otten (Hod), defeated second-placer Geoff Singer by 102 points in a hot 100 Novice encounter.

Taking a victory at 80cc Minibike was Kurt Sofka, Jr. (Yam); second place went to David Chavez (Hon); and third place was captured by a real, live girl, Cindi Watson (Hon). In the 60cc Minibike, Steve Jackson (Yam), sailed past second place finisher Greg Maiefski (Yam).

Finally, the win at Veteran went to Dave Turnquist (CZ), who was grand-slam victor over the field. ●

B.A.R.F. Motocross

By Reese Ultz

DIXON, CAL., NOV. 4

B.A.R.F. scored another big crowd-pleaser today, when Johnnie Hall and Dick Mann arrived to compete with the locals. Dick, who is recovering from a painful back injury, had a very excellent opportunity to witness the superb motocrossing of Danny Turner today. Turner, who is virtually unbeatable, found his first opportunity to ride against the venerable 'Bugs', and then only because the 250 Experts and the Open Experts were run together. Turner took the lead right off the line in both motos, with BSA-mounted Mann starting somewhat back in the pack. Mann, on the heavier bike, managed to catch up to Turner's Penton in short order. But, Danny managed to hold and stretch out his lead under both challenges by Mann. Turner also managed to regain his track lap record by setting a sizzling 1:36 to best the new record set two weeks ago by Jeff Loff. Dick Mann should get part of the credit for Turner's lap record, because we are more than a little certain that his breathing down Danny's neck had a lot to do with the outcome.

Brad Brunns took top honors in the

Minibike Division, while John Dotson wired the Old-Timers even and pretty Lori Ritter cinched the Powder Puff bash. Rick Sylvestri scored highest in the 100 Novice and a pair of Divisions of 125 Novices were split by Harry Bellecitti and Bob Sullivan. Steve Cunningham and Lou McGaffey split the two divisions of 250 Novice, while Harry Bellecitti and John Geddis did the same in Open Novice. Rocky McAllen was the winner of the 125 Amateur event and Danny Turner scored his usual win in the 125 Expert race. Jim Nugent and Dale Yarbrough were the respective winners of the 250 and Open Amateur events. •

BCA MX

By John Grout

VALENCIA, CAL., NOV. 4

Motocross racing under a BCA sanction returned today to Indian Dunes Park in the Santa Clarita Valley. It did so with a gigantic bang...a total field of 331 riders turned out for the daylong warfare that began at nine a.m.

Though not a record entry at Thunder Mountain Reservation, the program did feature a record number of ability-loaded, downright tough divisions.

While competing on a fantastic, newly-designed Shadow Glen course the large crew was divided into 19 separate racing divisions, with the Experts riding a pair of 20-minute motos and all "trophy" groups going to the starting gate for three heats each.

Jim Hale, after dropping his first moto to Tyran mounted Larry Watkins, came back to win the second heat for 125 Experts, capturing the overall victory.

Watkins, who finished the afternoon as third runner-up to Hale, had the lead once again during the second 20-minute, only to throw the chain after a lap or so. Others in the class who had more than their fair shares of difficulties were Cole, Wright and Nick Hale. Oh well, there's always another weekend coming.

Jim O'Neal, doing his racing in the 250 Expert division, was a winner in the first moto, then lost the second encounter after a back-and-forther to a fired-up Rick Salmon. O'Neal, however, still had enough points for a class victory.

Tom Simpson recorded a two-one score on his Revell-turned Maico, whipping an outstanding group of Open Experts for the big dollar payoff. It proved to be a simple case of an express freight!

David Ewing got his overall triumph against a large field of mini-cycles. Jan Kline, winning three straight events, caught the Powder Puff win.

Craig "Ace" Cole, racing in the 100 Junior class, tallied a one-three-one record and picked up the overall win.

With three separate divisions of 125 Juniors sliding for their share of the trophies, divisional victories went to Scott Brown (eight-one-one), David Sobadas and a charging Guy Jaegers.

Bill Todd, in spite of the efforts of Blackie Lewis, who was attempting to prove that a '501' Maico will gulp lots of gas when the choke is on, rolled to three straight wins against the Old Timers' Master class.

Still other overall victories in events for the Old Timers went to Spike Duncan (Ex.), Norb Brown (Am.) and Dalton Danon, who was doing his riding in heats for the Novices. Bill Barber, who was taking his first ride in the O.T. program, looked "right on" during the second race for the Novice crew.

Intermediate wins went to Brett Rooke (125), Mike Green (250) and Dave Hensche, riding amongst the Opens.

Ron Roberts and Wayne King collected their overall victories at the expense of two '250' JUnior divisions. King, mounted on a powder-keg Maico, scored his win by a grand slam.

Glenn Ewing, astirde a rocketing Greeves and looking like an excellent candidate for Senior ranks, captured his overall against a classy crew of Open Juniors. •

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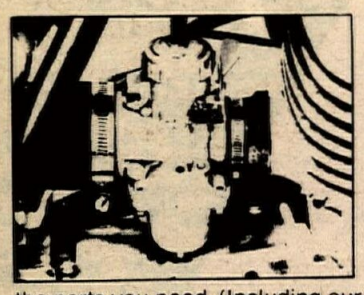

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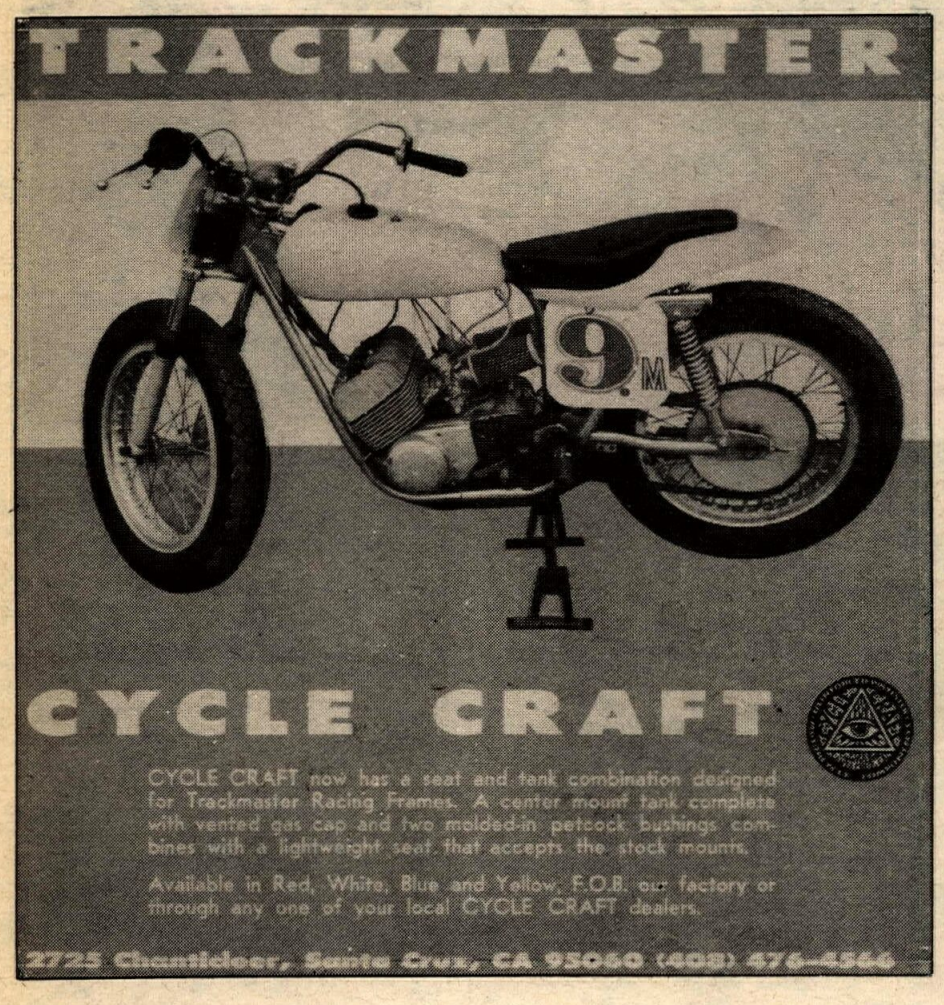

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Editorial

RANGE WAR!

By John D. Ulrich

"The Sierra Club is a bunch of old men who stay inside all day and read books. They never even use the desert, and just want to keep everyone else from using it."

"Anyone who gets his kicks ripping up the land and running over plants is a barbarian."

These two quotes, the first from a member of the California Off-Road Vehicle Association, the second from a Sierra Club member, and the misunderstandings behind them are representative of the conflict over use of Bureau of Land Management California Desert lands that has exploded into what has been called a "recreational range war."

The conflict started over opposing policy stands taken by the 80,000 California member Sierra Club, and organized groups representing 31,000 of the estimated two million off-road vehicle enthusiasts in California.

The Sierra Club ORV policy, adopted in February 1972, states "The operation of ORVs should be presumed to be detrimental to all areas and should be prohibited on all public lands unless proven otherwise..."

Robert E. Ham, Vice President of the 6,000 member California Off-Road Vehicle Association (CORVA) and Southern California Land Use Director for the 11,000 member Motorcycle Owners, Riders, and Enthusiasts (M.O.R.E.), expressed the basic ORV enthusiast group policy at his Pasadena home August 27. Pointing to a BLM map of the California Desert, he said, "Let's paint the entire desert red (symbolizing areas open to ORV use), and then have the Sierra Club come in and prove which areas should not be open."

The adoption of either of those policies would cause at least a two year "set back" for the opposing viewpoint. According to BLM solicitor Burton Stanley, two years is the time it would take to conduct the "true environmental impact statement" needed to make determination of land use along the "closed until studied and opened in pieces" or "open until studied and closed in pieces" line of thought.

BLM Associate Director George Turcott discounted both positions in a Washington interview on August 30.

"If we were to take the extreme polarized side that all lands are closed until (studied and) opened, there is no way that this Bureau could possibly police such a thing, or carry out such a policy. On the other hand we have the other extreme, open until (studied and) closed. If that means open to all kinds of use that is not proper or managed, we can't buy that extreme either. We're (the BLM) right in the middle. We're trying to come down with some procedures and some policies that make common sense. As for the extremism on both sides – no way!"

The conflicts only start with what Turcott called "extreme" policies.

Sierra Club member Mabel Barnes related to the Sierra Club Desert Symposium held at the University of California's Riverside campus last June 9 that she felt "indignant" when she discovered motorcycle tire tread imprints on her favorite hiking trail. This is a case of a conservationist refusing to acknowledge and respect the recreational activities and values of ORV enthusiasts.

ORV enthusiasts James and Mary Millen, in a letter to *Motorcycle Weekly* printed in the November 12 issue, scoff at the concerns of conservationists. Writing about a fossil oyster reef in the desert, they ask "Who'd want it?" and "Why protect it?" Just like Ms. Barnes, the Millens are refusing to acknowledge and respect the concerns and values of another viewpoint...in this case, that of the conservationist.

It gets worse from there. In a letter to *Cycle News* printed in the July 10 issue, Hildamae Voght, Executive Secretary of the 9,000 member California Outdoor Recreation League (CORL), wrote "motorcyclists should get to know their enemies, and we can assure you...the first among their enemies is the Sierra Club."

Quoted in *Cycle News* of July 17, Sierra Club Southern California Representative Larry Moss responds by saying Mrs. Voght doesn't "have much understanding of public land laws," and her group is "not particularly sane."

In the same issue of *Cycle News*, the 5,000 member California Association of Four Wheel Drive Club representative Ray Moon writes "I...have talked with the Sierra Club, and have received a sore throat for my efforts." Moss counters by saying Moon is "pretty rabid."

An estimated three thousand off-road vehicle enthusiasts demonstrated in front of the Riverside Bureau of Land Management office October 13 to protest "closure" of the desert. The Volkswagen one participant arrived in bore large signs announcing a positive correlation between Communism and the Sierra Club.

At a Sierra Club Desert Conservation Subcommittee meeting September 18, many members cheered when a motorcycle brought to the meeting for a demonstration of an effective muffler would not start. "That's the kind I recommend," jeered Coastal Coordinator Joe Edmiston.

Bob Ham's motorhome sported a giant banner at the Riverside demonstration mentioned above. "Sierra Club Go Take A Hike" it screamed in two foot high letters.

A young Sierra Club member attending the Desert Symposium turns to one of her peers and asks, "Isn't there any way we can keep those terrible motorcycles and jeeps out of the desert?"

Other signs on Ham's motorhome ridicule the idea that the desert is anything other than a barren wasteland, which is in essence ridiculing the particular concerns of conservationists in this area.

Parts of the Sierra Club official policy supporting "findings" are heavy with the implication that somehow ORV enthusiasts are more prone to acts of vandalism, littering, and polluting water and air than other recreational users of public lands.

Attempts by the BLM to bring together the Sierra Club and ORV groups to discuss differences and advise the Bureau were not successful. Ham, Moon, Voght, and other ORV group leaders accuse the Sierra Club of backing out on agreements made at Off-Road Vehicle Advisory Council (ORVAC) meetings. While one of the two Sierra Club representatives on the committee agrees with that viewpoint, Edmiston of the Sierra Club maintains that Sierra Club representatives were not authorized to "make deals" with ORV interests, and that the club never agreed to be bound by majority decisions.

The problems arise from people refusing to acknowledge and respect the concerns and values of others. The problems were not solved when the

BLM released its "Critical Interim Management" plan November 1. The conflict over ORV recreational use of the Federally-owned and administered California desert lands will not end when the BLM finishes its comprehensive long range plan for the California desert in an estimated two years. The plan is only the first of many.

Executive Order 11644 (issued in February 1972) calls for management of ORV use on Federal lands. Each segment of Federal land available to ORV use will have its own ORV management plan.

Instead of continuing their "recreational range war", both the Sierra Club and the ORV groups should work with the Federal agencies determining land use under EO 11644, *and* each other. Instead of leaving the creation of a compromise to the Federal government, policy-making level leaders of both the Sierra Club and ORV groups should sincerely seek to understand the concerns and values of the other viewpoint. Both sides should acknowledge the concerns of the other, and work with the government agencies involved to ensure an equitable balance answering the question of ORV use of Federal lands in California. •

The views expressed in this column and other columns appearing on the following pages are solely those of the authors and do not necessarily reflect the official position of Cycle News West. Qualified readers wishing free and equal rebuttal space should contact the Managing Editor.

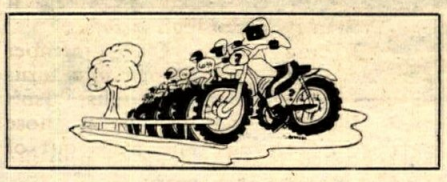
U.S. Court upholds BLM Desert Plan

SAN DIEGO, CAL., NOV. 6

The U.S. District Court in San Diego has refused to halt implementation of the Bureau of Land Management's program for management of recreational vehicle use on the California Desert.

Judge William B. Enright Tuesday denied a preliminary injunction sought by the California Association of Four-Wheel Drive Clubs, Inc., against the BLM program.

Judge Enright said there has been no showing of vagueness in the BLM program and no evidence that the Bureau had acted arbitrarily, nor had the plaintiffs shown irreparable injury. He said he will rule November 26 on a motion by the United States to dismiss the entire action on grounds that the court does not have jurisdiction. At that



time the case will either be dismissed or set for trial on the merits of the request for a permanent injunction.

The Bureau of Land Management announced the interim critical management program on October 31 for use of more than 12 million acres of national resource lands on the desert.

The program, which became effective November 1, is designed to eliminate resource and use conflicts, protect human life and property and halt the destruction of natural resources in the face of tremendous growth of recreational vehicles on the California Desert.

J. R. Penny, BLM California State Director, said visitor use rose from 5 million visitor use days in 1968 to more than 11 million last year and is continuing to grow.

The management program allows recreational vehicle use of about 88 percent of the desert on designated or existing roads or trails. An additional six percent of the desert is open to vehicle use with virtually no restrictions, while approximately three percent is closed to vehicular access, but not to access or use by non-mechanized means. Travel is allowed only on public roads on three percent of the desert where BLM and private lands are closely intermingled and the greater proportion is private. •

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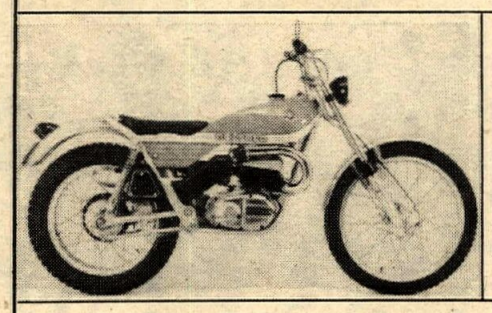

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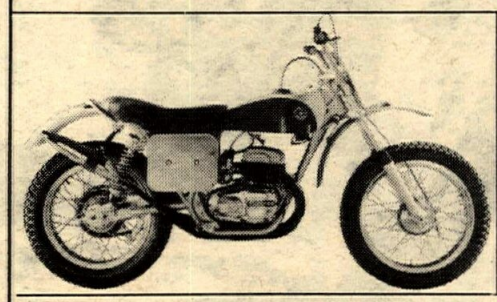

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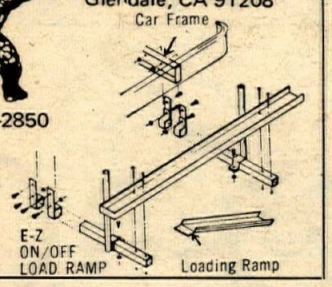

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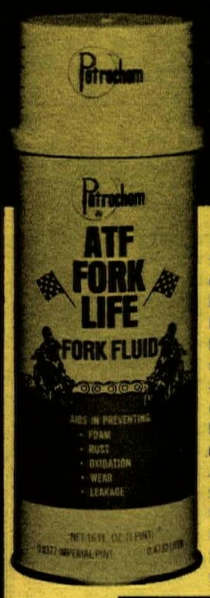

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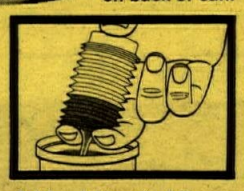

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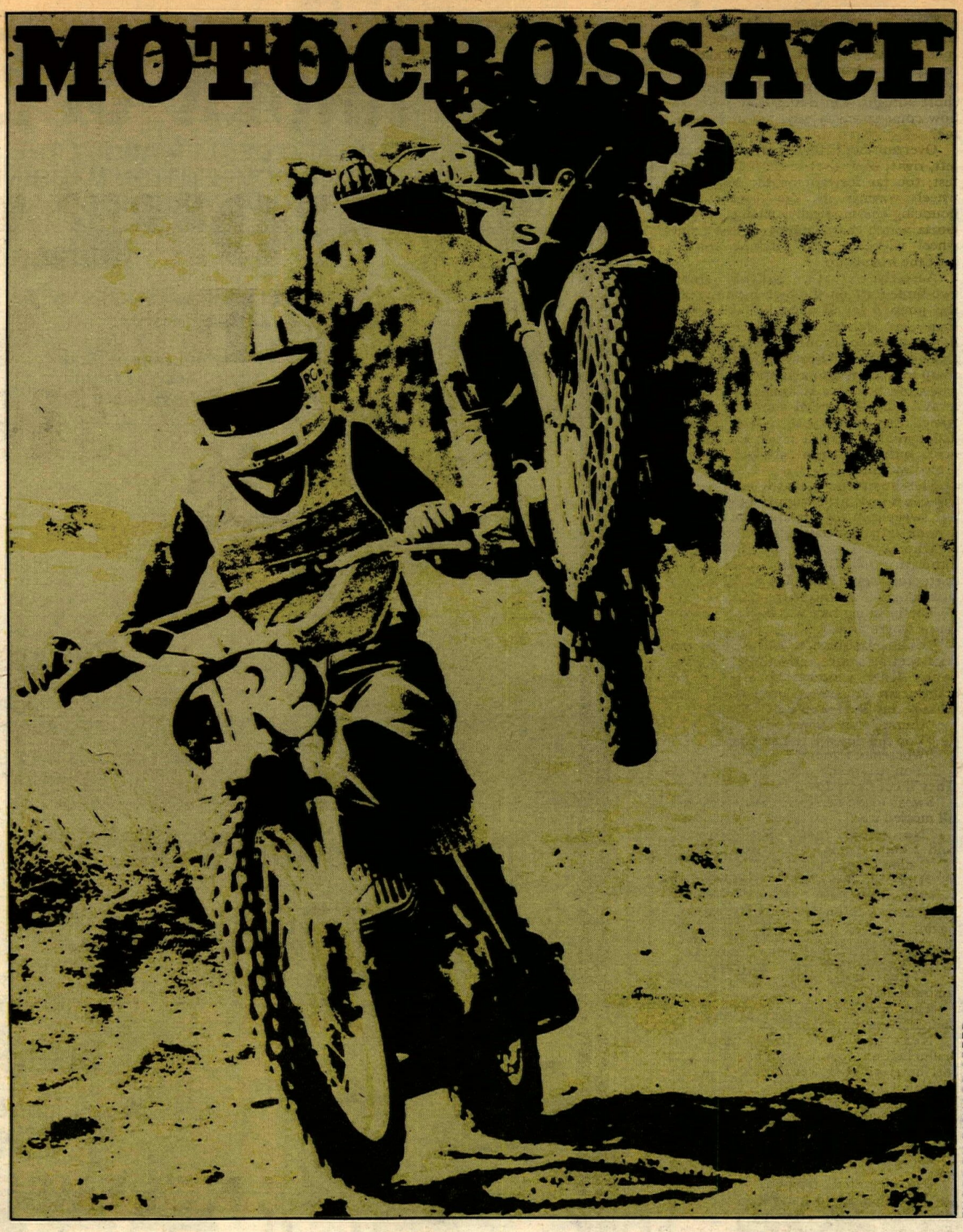

PHOTO BY RICHARD CREED

By John D. Ulrich

The black clouds infesting my conciousness thinned. Through the haze burned a plastic sun, a red hard hat held by a beaming face to shade my eyes. The underside of the brim wore a nametag. "Max Lusin", I read aloud.

"Hi John. How's it going?" the beaming face asked. Another voice came from the indefinite morass of vision beyond the red sun. "Do you remember what happened? Do you know where you are? Do you know what day this is? Do you know your name?" The demands came, over, and over, and over again, from a fog hidden persecutor.

"All I know is a red hat..." It hurt to talk. It hurt to think. I wished they would just go away and leave me alone.

The beaming face looked like David Dyleson, the father of a boyhood friend. David Dyleson...Boy Scouts...campfires...the darkness gradually conquered the muddied awareness.

I always wanted to race motocross. I had seen many bodies twisted and torn by the forces dared by moto man and unleashed by fate at tracks all over Southern California, watched crowds swarm like flies to see the gore of countless crashes. Still, I wanted to be a motocross ace.

Why not? My friends rode motocross, doing battle on the twisty tracks weekend after weekend, enduring with barely a scratch showing on their tough young hides after years of hazardous amusement. One, Virgil Caine, had even been knocked unconcious and convulsed after a night MX endo at Indian Dunes. But the sight of Virgil's smiling face as he blasted his booming BSA through many motos since pushed that incident far into the deepest recesses of memory.

Anyway, don't writers have to have experiences to write? I had to do exciting stuff like race motocross to get the feel I needed to become a dynamite writer. It was easy to rationalize that way.

I had no big aspirations concerning the outcome of my first competitive venture. I'd just clean up the "First-Time" class, take home my trophy, and read my name in the paper next week. It would be great.

Thus it came to pass that I was on the line for my first moto, racing in the 100 First-Time/Beginner combined. I was outfitted in all the proper gear, so much so that I disgusted one of my friends with my appropriateness of garb. Chicken leathers, jersey, kidney belt, Bell Star, goggles, Yamaha MX boots...the works.

Next to me was a young boy of about 13, riding what he said was his fifteenth race on his '73 Yamaha 100. The mechanical starting gate released, hesitated, and dropped. We locked handlebars as we slithered off the concrete starting pad. Being stronger, I could hold my bars straight, and as a result his twisted, knocking him to the ground. I glanced over my shoulder to see if he was OK, then blasted down the straight.

Over a mini hump, left foot out through a sharp left, gas it up onto the rock hard berm. Gas it, hit the brakes to set up for a hard right, gas it out, rear wheel slinging left, gas it again onto a short straight. I'm doing it all right, so how come so many guys are in front of me?

Over another little hump, brake hard, left, right; over a set of three jumps too fast, too far forward on the bike, rear wheel waving in the breeze and bouncing spasmodically. Almost lost it. Gotta watch that...landing on the front wheel with the rear pitching around isn't the hot set up.

Another left, gas it hard two-three-four on the high berm, up to the jump I found I could take faster than any other "squid" class rider during practice. Front wheel up, hit the ground, brakes on heavy, throw it into a sharp left, gas it into a hairpin right with a narrow line, gas it again, over a fall away jump. Landed on the front wheel...easy, easy, gotta watch that. A little jump, a left, a right, a left, and back onto the front straight. Is the crowd watching?

The hump, turn, turn, turn again, three-in-a-row little jump/humps, easy left sweeper in the midst of the triplets, a hook left. Hot damn! I'm gonna pass somebody! I'll get him right before the jump. Hot dog! GOT HIM! Gonna be a motocross star! HOT DAMN! Now to just boogie over this here jump...

The beaming face was back. "Do you know where you are?"

"Uuuh...ambulance." The high red roof section shines, reflecting light from long little windows painted with translucent crosses. A siren wails from what seems like far away.

"Uuuh...what happened?"

"You fell down," the face said.

"Where am I going?"

"You're going to the hospital. They'll cool you down some."

Sweat made my jersey sticky. "Am I all messed up?"

"No, you're fine," David Dyleson said. I knew it was really David Dyleson.

"I didn't break anything?"

"Does anything hurt?" David asked.

"No...uuuh."

"Then nothing's broken." David again.

"I'm not messed up?"

"No, you're fine."

"Then how come I'm in an ambulance?"

The siren wailed and wailed, and faded. Everything faded.

Next was a slow dream, a hallucination. Sign a form wielded by a girl in a bright flowery dress. X rays, a million X rays. All a blur, like marshmallow cream over a television screen. A needle in one arm, another in the other, this time connected by a tube to a clear bottle high, oh so high, above me.

Nurses poked, temped, shone lights in eyes, demanded hand squeezes, and disappeared with alarming regularity. Each time it was a little clearer, made a little more sense. From nothing at all, through a succession of little dawns, to remembering, understanding, fearing a little less.

"Jesus! You should have seen it, John! I was sure you were gonna be a tomatoe when it was all over, or maybe a cabbage...you weren't bleeding. You lost it over the jump, slid, and highsided. You should have gassed it. The bike came off the ground, got upside down with you still on it, and *slammed* your head into the ground. I thought it had killed you!"

Good old Dan. He had picked up the bike, loaded up the van, and now had returned to the hospital a day after the race...he swore he had been there before, but I saw no one.

"It was the best crash of the day. You really had the promoters worried...they thought it upset the crowd so they wouldn't want to come back next week. Me and another guy loaded your van, after the ambulance guys gave me the keys out of your leathers."

Faces appeared, family and friends. "You're going to stay away from this silly motocross now, aren't you?"

"You *are* going to give up racing for your own good, right John?"

"I think we better keep you on the street, John."

"You don't understand! I was having a good time until I crashed..." •

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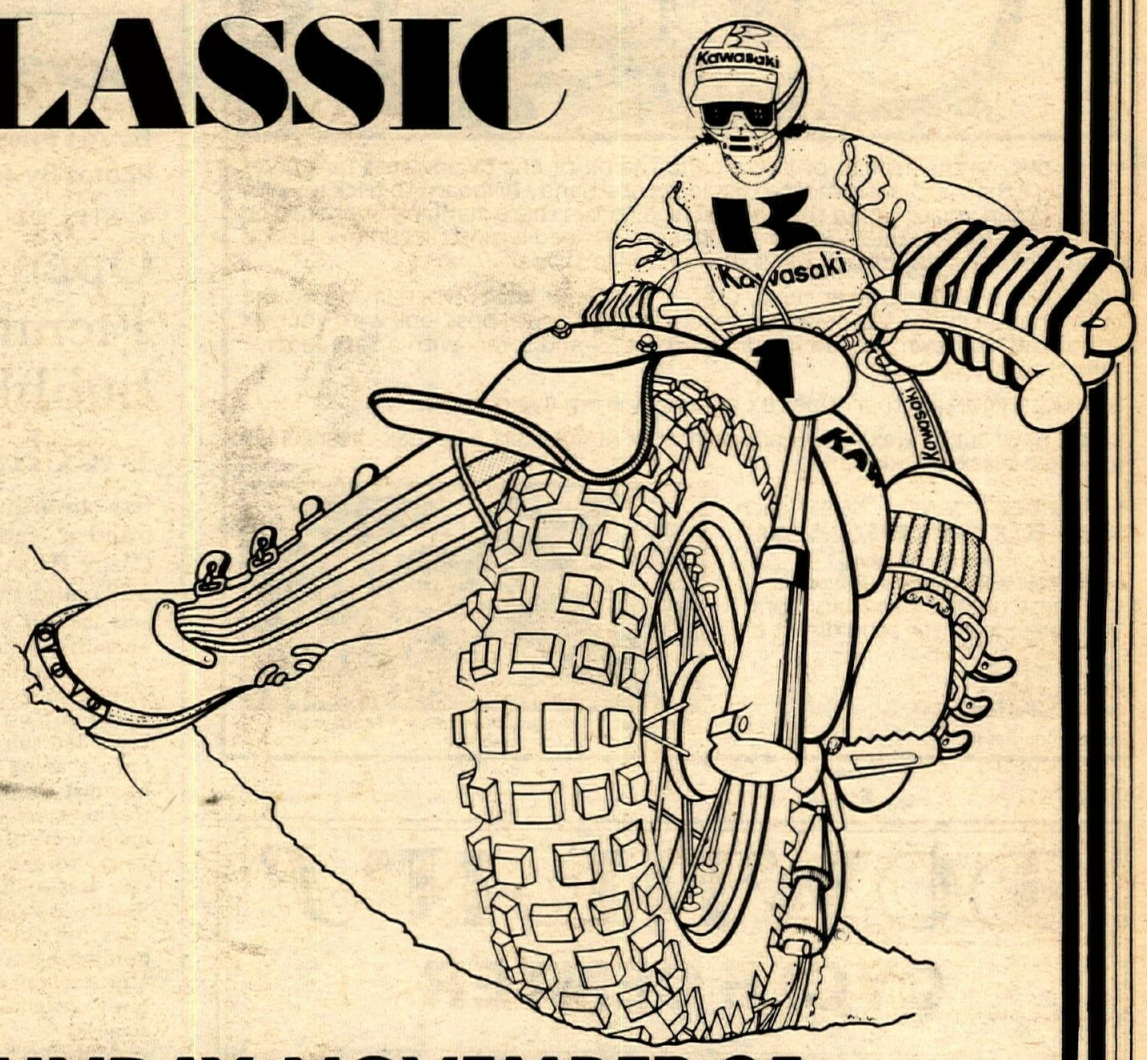

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Bob Crossman leads the pack on the back chute during the 125 GP event. The leaders are ahead.

Scratchin' pavement at OCIR

By Art Friedman
Photos By James Parker and Friedman

TUSTIN, CAL., NOV. 4

Open Production looked like Lee Fleming's race. Lee is back on the bubble after a crash and some mechanical difficulties in the past

few months. Lee had begun to build a lead over the trio of Tom Casey (Hon 570), Fred Walti (Hon 500), and Len Gilliland (Kaw 500) and seemed uncatchable until he came up with five neutrals.

The battle for second was then turned into the race for the win until Casey got off pretty hard in turn two. Walti let slip the overall win that has been evading him for awhile and which he must want so much when he stopped to check on Casey. Lee Gilliland went on to win followed by John Stein (Kaw 750), who had started and ridden the race less a clutch cable. Not far behind Stein was Rod Murufas who had jumped class on his Yamaha 350 and was holding off Whit Blakeslee (Kaw 903). Murufas ran second for most of the race until caught by Stein in the closing stages.

Murufas had a runaway win in the combined 250-350 Production event. Steve Lang was second and Bruce Hammer was third. In about fifth spot overall was Richard Barron (Yam), winning the 250 class. Second in this class, breaking up the two strokes was the four stroke single of Chuck Small (Duck).

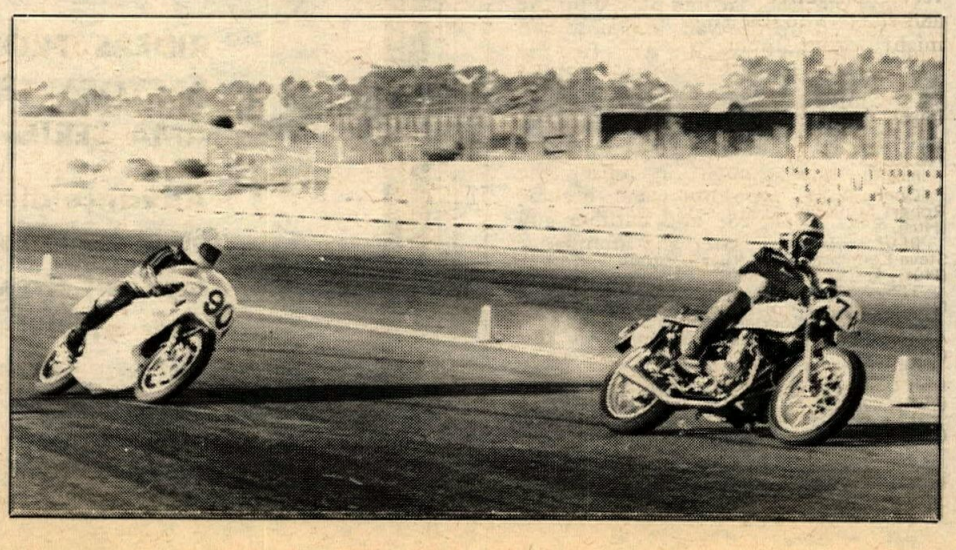
John Chermak (Yam) again won the 200 Production class, looking unhurried as he cruised to the win over Steve McKennan. Third was the first Honda 200 to appear on the local circuits, ridden by Tyson Branyan. The 125 class was won from Jim Lester by Frank Valderama.

Kevin Stafford again doubled, winning the 125 and 250 Senior events on Yamahas. John Weed and John Volkman were second in the two classes respectively. The Junior trophies went to Harry Oswald in the 125 event and Harry Klinzmann in the 250. The race saw a two bike collision in the first turn of the first lap.

Bob Endicott was the initial leader of the Heavyweight GP event, but he was overtaken by the winner of the previous event, the 350 GP. Mike Devlin passed "Endo" in turn two after several laps. ●

Heavyweight Production winner Len Gilliland.

Endicott leads Devlin before they switched places.



Foul weather gear was necessary.

Redwood

Continued from page 10

actually ridden the whole course. After going the wrong way he came back and tried a couple of others ways, and finally found the correct route. He was one of only two or three to do so. Most riders finally came in by way of Highway 101. When Ben was asked how the course was, he replied, with a big enthusiastic grin, "It was great!" Then he looked around at all the cold, soggy people and realized that somehow that just wasn't the appropriate response, so he said, "I mean it was hell, but...it was great!" Its hard to say whether he's just impervious to miserable weather or the world's most outstanding masochist. This is the second time Ben Bower won the Rattlesnake.

Once a few riders had come in, it became apparent that rescue operations were the next order of business so club members and some of the Del Norte County Sheriff's Department took four wheel drive vehicles up into the snow and hauled out some half-frozen riders. Fortunately, there were no serious injuries, and there weren't even many bikes left on the mountain by about 10:30 Sunday evening.

As you might have gathered, this was not a time-keeper's enduro. In fact, the results probably wouldn't have changed much if they hadn't bothered to bring the clocks. The 20 and 24 MPH scheduled were patently impossible under the circumstances.

In spite of the miserable weather and turned arrows, most riders thought that it was a good enduro and most everyone liked the course. In that part of the country, it's just expected that the weather will be miserable most of the time, and enduro riders must expect to cope with it. Seems to me like they might have dropped the speed averaged a bit, however, so that there would be some element of time-keeping present in the National Championship Enduro.

One of the reasons that this club is able to have such a good course is that it is entirely on private property and thus free from the restrictions that are usually placed on government lands. The three timber companies have been very cooperative with the club members and riders who like good, tough enduros might drop them a note to say "Thanks." This is the 11th Annual run by the Redwood Scramblers on these lands. ●

Results:

Overall: Ben Bower 962 (Hus) Open A.

Open A: 1. Larry Solo 957 (Hus); 2. Robert Mullarky 949 (Hus); 3. Bob Keys 945 (Hus).

250 A: 1. Harley Slayton 938 (Bul); 2. Steve Lenheim 938 (Hus); 3. John Nelson 936 (Hus); 4. Don Osborne 928 (Hon).

125 A: 1. Jim Jenkins 953 (Pen); 2. Jim Newsom 935 (Pen); 3. Jim Haire 932 (Pen).

Open B: 1. Charlie Bethards 953 (Bul); 2. Art Menvick 938 (Hon); 3. Jim Creech 931 (Hus).

250 B: 1. J. G. Hammond 925 (BSA); 2. Ron Goehring 903 (Hus); 3. Joe Droivoll 894 (Hus).

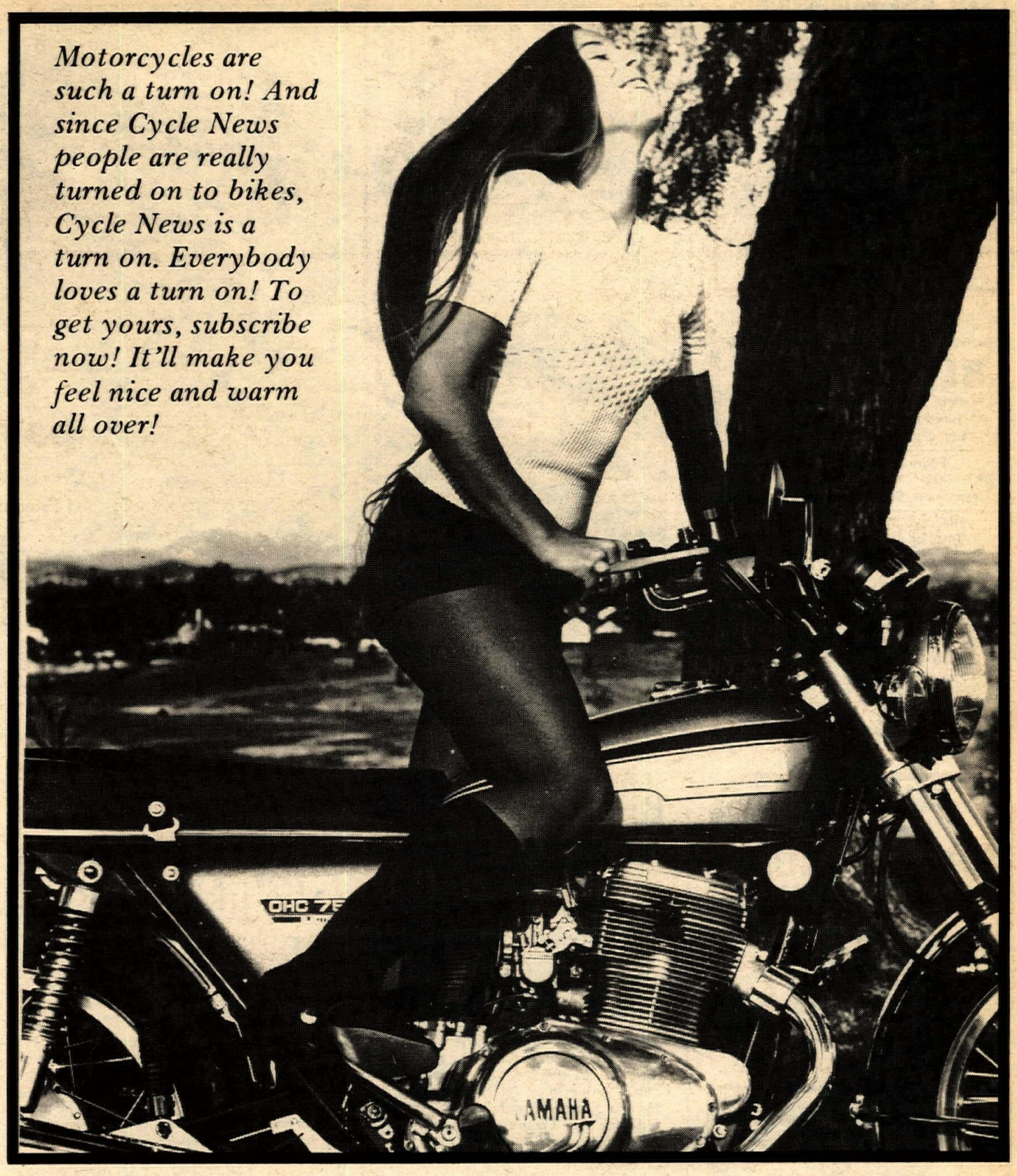
125 B: 1. Jim Armstrong out at ck 4 (DKW); 2. Clyde Walther out at ck 3 (Pen).

Open C: Sid Berg out at ck 4 (Yam).

250 C: 1. R. Done Booth out at ck 4 (Suz); 2. Jim Bielman out at ck 4 (Bul).

125 C: Dennis O'Hara out at ck 4 (Pen).

Oooooooooh...



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Cycle News North

Larry Frey gives the mud a friendly little pat.

Fremont Grand Prix

By Bill Spencer

FREMONT, CAL., OCT. 27 & 28

Big names dominated the First Annual Fremont Raceway Grand Prix, but, despite the likes of Rick Hocking, John Gennai, Jim Odom,

Al Kenyon and Neil MacDannald, the weekend's events were not too successful.

A lack of entries kept the event from being a success but the racing was, nonetheless, terrific. Over 110 made the scene, a one man, one hour ride over a three and one-half mile course on the 60 odd acres of Fremont Raceway in the heart of the San Francisco Bay Area.

The trek started on the quarter mile drag strip, went right on through the lights, and made a right hand turn. Some ditch crossings, a flat out field, more ditches and criss-crossing the strip brought one to the regular motorcycle area. The motocross-marathon track was used in its entirety, as well as the scrambles track. A slight diversion criss-crossing the dragster return roads brought one back to the start-finish line and another lap. The fastest time was about five and one-half minutes.

The mini event was run for half an hour. Starting last but taking the lead after the seven and one-half minute first lap was Jim Cartwright. He had just returned from the Southlands where he did well in one of the mini-bike biggies. He proved his worth in this type of event by holding a commanding lead throughout. Ricky DeLong took down second with sister Robin holding down fifth.

The lightweight Junior/Expert event was a thriller with off-roaders, scramblers, and motocrossers galore. The man to beat was obviously Neil MacDannald and his 125 Penton. So, to be sure, he led the entire 11 laps and won by a considerable margin. The margin got real wide on the last lap when Mike Amaral dropped out leaving Mark Smith, the top scrambler, in second with a comfortable margin over Pete Scarlett. Right in the middle was the first Junior, Ray Arndt.

Sunday's first event was for the 125cc Novices, and marathon regular Noel Bilski copped that affair from Mike Pearler and regulars Bob Edgren and Chuck Eastment.

The next class run was the 250 Novice and Frank Risner got the nod on this one with a fantastic ride on his Honda four stroke. Risner, a marathon and motocross regular turned in some very fast times and the win turned out to be the best in overall time and he was rewarded with the overall winner's trophy, just for Novices, and he went home all smiles. The race for second got real close in the last lap with Mike Kirk overtaking Mike Gamble right at the finish line, but Kirk missed one little point at a secret check and lost one position.

Fourth went to Bob Vickery who would have done better, but his brother's motor, in his frame, kept falling, with him on it.

Noon brought out the 250 Junior/Expert main and with it some real hot talent. MacDannald was back with his trick Honda Elsinore and a newly cut rear sprocket for the fast course. Also out for some fun and a shot at the money was Rick Hocking, Russ Powell, Bill Scarlett, and about a dozen other shoes.

The first lap contest was a thriller with Hocking and Keith Roessler holding down first and second. Powell was holding off Michie with MacDannald stopping to get his rear fender out of the wheel. The next lap around, Neil was in second and looked like he was closing the gap on the Champion Race frame Yamaha with the desert gear attached, but after the fourth lap, it was obvious that it was the other way around.

The Honda wasn't running all that well and the best part was Hocking waving at Neil while Rick was going through the quarter mile traps as Neil was turning down the return road, indicating a half mile lead. On the fourth lap, the Honda seized and Hocking stretched his leading considerably.

A tight race existed for second with Powell and local favorite, Wayne Morrell, doing battle. Powell had a comfortable margin, but one lap from the end, he stopped for a look at the gas supply, added no more than a pint, and, as Morrell closed the gap, took off and maintained the margin over the Yamaha rider.

Roessler finished fourth, just ahead of Craig Michie and John Silva with Ed Cullom pulling down the first place Junior event over Bill Hart.

Don Whaley really wailed in the Open Novice event, pushing his 350cc Honda four stroke single to the easy win. He was coasting the last two laps and that cost him the overall win, but he was tired after having run around most of the day. Selby Motors ace Dennis Silva rode home to second on a Rickman Montesa with John Ochoa and Steve Bonita holding off Louis Snedden and Roger Selby.

The Open Expert looked like the Who's Who of Motorcycling Racing with all sorts of strange guys entered. National numbers, CMC Experts, shop owners, and hillclimbers all made for the best race of the weekend.

Leading through the first lap were Al Kenyon on the S-K 325 Bultaco and Jim Odom, who'd pass one another in just about every corner. The battle was completely excellent through the first three laps, with Jim leading the second through fourth and Al right on him.

On the fifth go-round, Odom broke a handlebar and was out. This put Jim's brother-in-law, Bruce Hanlon in second. (Jim got smart a few months back and married Bruce's lovely sister.) Bruce held onto second for the distance with Dave Rosenquist coming in for third, despite a leaky tank and other such things.

Two laps from the end, Kenyon signalled for a gas stop which almost cost him the race. In trying to twist off the cap, his pit man twisted off just the plastic and the stop turned into a go as Hanlon rounded the return road. It was still no contest.

Finishing fourth in a close fight was Jeff Mullins over Gary Vanderpool. Mullins, a CMC Expert, rode a fine race on his Kawasaki after having finished second in a motocross down the road.

Ron True, top hillclimber in the area only lasted the length of the drag strip when the gear box on his Norton gave up the cause. Dealers Ray Abrams of A

& A Manufacturing, Danny Jensen of Jensen Cycles, and Don Malley of Malley's all had fun.

The Grand Prix should return in the spring and may turn into a three part series. An idea has sprung up that would take the event from a place like Orange County to some place in Central California, and then on to Fremont. A point fund would add to the attractions. Saturday night would find a rock band concert for the feature. Sounds like a great idea.

Results

Minis: 1. Jim Cartwright (Hon). 2. Rick DeLong (Hon).

125 Jr: 1. Ray Arndt (Suz).

125 Ex: 1. Neil MacDannald (Pen). 2. Mark Smith (DKW). 3. Pete Scarlett (Hon).

125 Nov: 1. Noel Bilski (Suz). 2. Mike Pearler (Yam). 3. Bob Edgren (Suz). 4. Chuck Eastment (Suz). 5. Jim McMurray (Suz). 6. Mike Clark (Yam).

250 Nov: 1. Frank Risner (Hon). 2. Mike Gamble (Yam). 3. Mike Kirk (Yam). 4. Bob Vickery (Yam). 5. Jim Sedlacek (Yam). 6. Mike Bartling (Yam).

250 Jr: 1. Ed Cullom III (Yam). 2. Bill Hart (Yam).

250 Ex: 1. Rick Hocking (Yam). 2. Russ Powell (Hon). 3. Wayne Morrell (Yam). 4. Keith Roessler (Oss). 5. Craig Michie (Hon). 6. John Silva (Yam).

Open Nov: 1. Don Whaley (Hon) 2. Dennis Silva (Ric). 3. John Ochoa (Yam). 4. Steve Bonita (Yam). 5. Louis Snedden (BSA). 6. Roger Selby (Mai).

Open Ex: 1. Allen Kenyon (Bul). 2. Bruce Hanlon (Yam). 3. Dave Rosenquist (Hon). 4. Jeff Mullins (Kaw). 5. Gary Vanderpool (Hus). 6. Dave Frazier (Yam). 7. Dan Jensen (Suz).

Semi-Pro AMA MX at Sears Point

By Patrick Neil

SEARS POINT, CAL., NOV. 4

Danny Leet won the 250 as well as the Open classes today in Sears Point's inaugural motocross event, beating out Pete Scarlett, Bob Grossi, Jeff Loff and many other Northern California Experts. The 125 Experts saw Jeff Younger outrun Eddie Brown, but at this writing, the winner of that class is still unknown.

Because of problems encountered in this first motocross event to be staged at the beautifully laid out course at Sears Point, the program was cut short and I'm still not certain what the official results are, but will include any if received before deadline. However, here is how it went *unofficially*.

The 125 Experts hit the first corner with Jeff Younger (Hon) determined to either crash or win. He won. Jeff was still pulling away when the finish flag came out. Eddie Brown finished third and combined this with another third in the second moto to go home with the money. (I think!)

The Sears Point motocross track has to be one of the most manicured courses ever laid out north of Saddleback. There is snowfencing all the way around the 2.8 mile long course. There is a starting line which is wider than most, with a run to the first corner which allows one to hit fourth gear before the first corner. The first corner, an uphill sweeper, allows plenty of room for those who wish to avoid the inside crowd. And most important of all, there is no one around for miles to complain about the noise. The course is located at the junction of highways 37 and 121 in Sonoma County, north of San Francisco. More racing will be promoted and be welcomed by many riders of this area. All that was lacking was Howard Cosell.

In the 250 Expert contest, Danny Leet (Mai) took the lead in the only moto for this class and showed his usual stuff by beating Pete Scarlett (KTM). Pete has been getting it together after trying at least three different mounts before sticking to the one he is on for any amount of time. Hang in there Pete.

The Open class was the one to watch. Bobbi Grossi, Jeff Loff, Chris Willems, Danny Lane, and a host of other Experts waiting to get it on. Also out for the first time in that class and for the first time on a new machine, was Danny Leet. The rubber band went and so did the Open Experts. Bob Grossi took the lead on his Husky and bad knee, while Leet on his new love, was jammed into the middle of the pack. Jeff Loff was running third or fourth and Chris Willems got punched from behind when the traffic backed up in the set of S-turns off the first corner. Coming out of the back of the course, were two very fast riders dueling each other for the front position. Bob Grossi and Danny Leet, sailing much further off the large jump than they wanted, rounded the final corner on the first lap. The rest of the group was somewhere in the back just then hitting the straight-away.

Through the up-hill S-turn came Bob and Danny. Every eye was on the pair as they charged up and down the hills in the far back of the course. Then they were lost from sight. When they reappeared, it was Danny Leet showing Grossi a new line. As the leader came by the finish, the white flag was put out. The leader started for the pits and Grossi took advantage of the mistake and charged by the confused Leet. Then they were out of sight in the back sections of the course.

As luck would have it, Leet emerged the leader and the victor while Bob Grossi took second. (The thought crossed my mind that Bob is such a good sportsman that he may intentionally have let Danny by but Bob would never admit to such a thing. That's why Bob is such a good sportsman.)

The last I heard, Danny Leet with his two Maicos and mucho cash was heading for the bank and the car wash, a very happy man. •

Motos were crowded and short. This sort of thing made for one nasty first corner crunch.

Bob Grossi and Danny Leet (45) wage war in the Open event.

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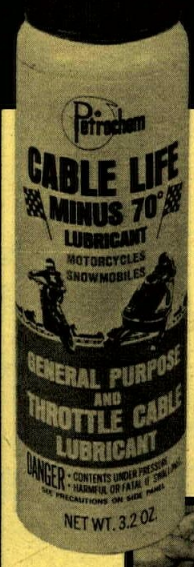

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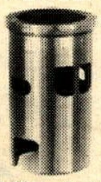

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The racing is just fine, but the waiting can kill you. That's Fishback in the Yamaha of Fontana jersey.

Fishback is NEVADA'S FASTEST HARE

By Alice Rhea

SEARCHLIGHT, NEV., NOV. 4

"Who's it gonna be?" spectators at home check wondered. There were several people who might lead the first loop; two-time former winner Tom Smith or Jim Fishback, both D-37, Jack Johnson, Mark Mason, Scott Harden, Bobby Davidson, or Dave Laca, all Las Vegas riders.

The course began with only about five miles of fire road, but by the time the BLM had finished with the Desert People M.C., they were obliged to run almost half the race over dangerously fast fire roads. But the rest of the course made up for it. Terrain that hasn't been beat to death is almost unheard of in District 37, but Nevada is about 93% public land and there are lots of new places to ride.

The flying is easy. The bump at the end is the hard part.

The grand prix start isn't Fishback's favorite, "I'm a terrible runner," he admitted, and the CZ took three kicks to start, but when he finally got going he really moved out. Scott Harden who was running fourth overall at the home check just before his engine seized said, "Fishback was behind me going up a one-bike trail. I knew he was going to pass me so I just moved over and let him go. Boy, he went by me so fast I stopped to see if my chain had fallen off."

Fishback carries the number one plate in District 37's 250cc class, but recently he switched to the 400cc CZ in order to take the overall wins. The bike is amazingly powerful. Coming from behind, Fishback had gained what could only be called a commanding lead by home check, with now second place Tom Smith (Yam) not even in sight.

Coming out of the pits and onto the second loop Fishback showed the Nevada spectators his unique riding style, executing first his stand on the handlebars trick, then his now famous in-the-air flying W, looking amazingly like a rodeo rider. By rights he should have fallen off, but since there were so many people watching he hung on and rode it out.

Dave Laca was out with a hard get off, Mark Mason broke his chain and was out of the running and Scott Harden seized in the pits. The real battle

was between Jack Johnson and Tom Smith: by check two on the second loop Johnson had moved into second place and was chasing Fishback. Smith was determined to hang on Johnson's tail and by the finish the three were within sight of each other with Fishback taking the win. This is the third year that the Nevada State Championship Hare and Hound trophy will reside in California.

Racing in Nevada is reminiscent of California way back when. The Desert People reported 187 entries, with perhaps twenty-five of those coming from California and Arizona. The territory is fresh and most of the riders (and pit racers) are known on sight. The lineup is small enough to allow a real rider's meeting rather than printed instructions and your questions get answered. With so few entries to handle the sponsoring club had time to be friendly, which makes for a pleasant day of racing. Even the weather cooperated, with a light breeze stirring the warm air just enough to keep the dust at a reasonable level. And the California riders loved the course. The markings could have been a little further from the turns, but Fishback said he only blew about half a dozen corners and he certainly wasn't unhappy about it, never overshooting so much that he had to back-track.

If the Desert People M.C. members were unhappy about Californians taking their trophy again they certainly didn't show it. In fact they went out of their way to make all of us feel welcome and have extended an invitation for more California riders to join the race next year. ●

AMC Saddleback

By Thew Asp

IRVINE, CAL., OCT. 28

Probably one of the best races of the day was the 250 Intermediate/Expert combined class. The rider most favored to dominate both classes was Orange County Cycle's Bruce Baron (YZ). What no one figured on was that his teammate and close friend, Morris Malone (YZ) was not about to let this happen unchallenged. Both riders were tied for first place until the third moto. Off the line it was Baron first with Malone back in about fourth place. It looked as if Baron had first overall sewn up until, for some unknown reason, his bike broke, leaving Malone to take first place for that race and eventually the overall win of the day. Malone's tranny went completely out except for second and fourth gear after the first moto, but he won anyway. His sheer experience and professional skill made up for mechanical error.

The next race to have a great deal of "crowd appeal" was the combined 125 Intermediate/Expert race. Victorious purse snatcher of the day was Honda mounted Davey Carlson. At first it didn't look like it was going to be a very rewarding day for him. He held the lead quite well in the first moto until his bike fouled out at the end letting second place overall winner Ken Ehlers (Hus) by. Carlson is not in the habit of giving away first place, so in the next motos he proceeded to show the other riders what makes him one of the best 125 Experts we have in California today. He won his other motos easily. Third place was awarded to another fine Expert, Penton rider David Williams. In the Intermediate class it was Jack Hazard (Hon), who swept his group clean for the overall first place.

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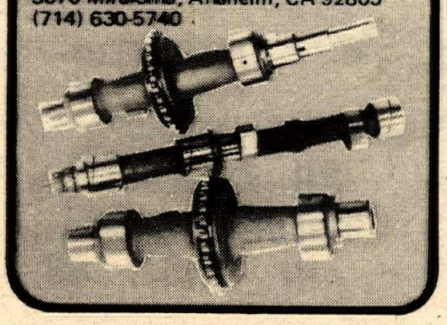

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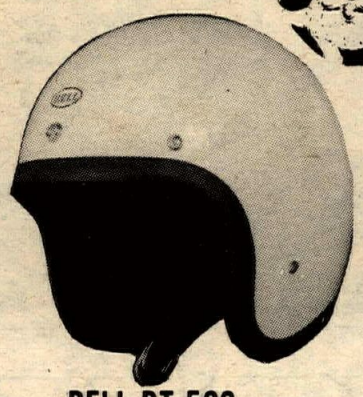

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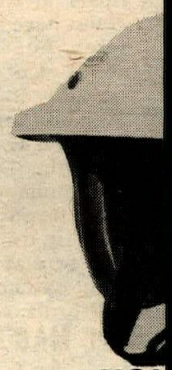

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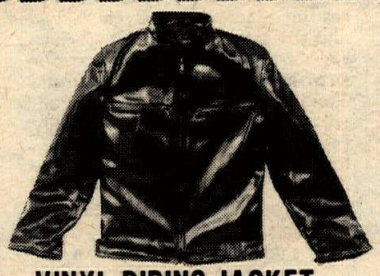

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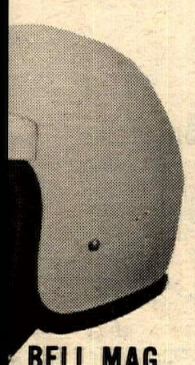

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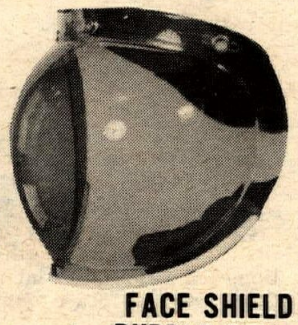

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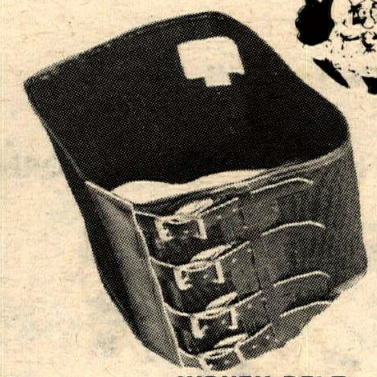

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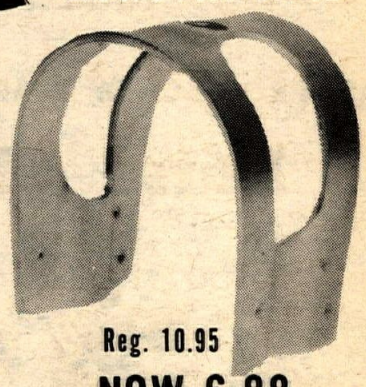

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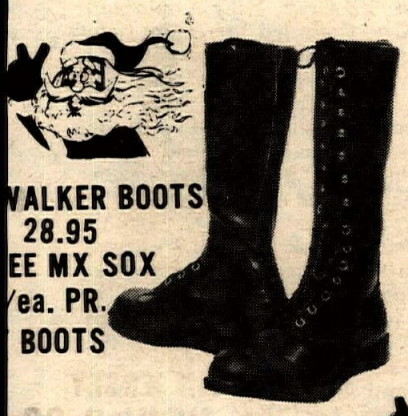

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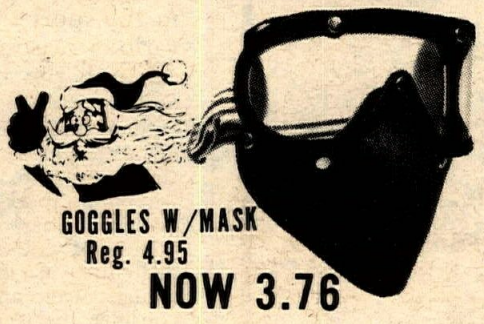

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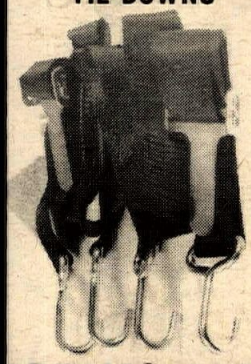

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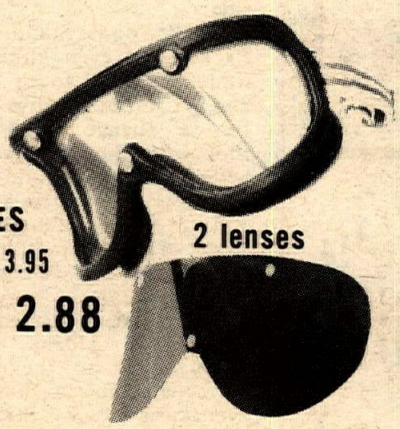

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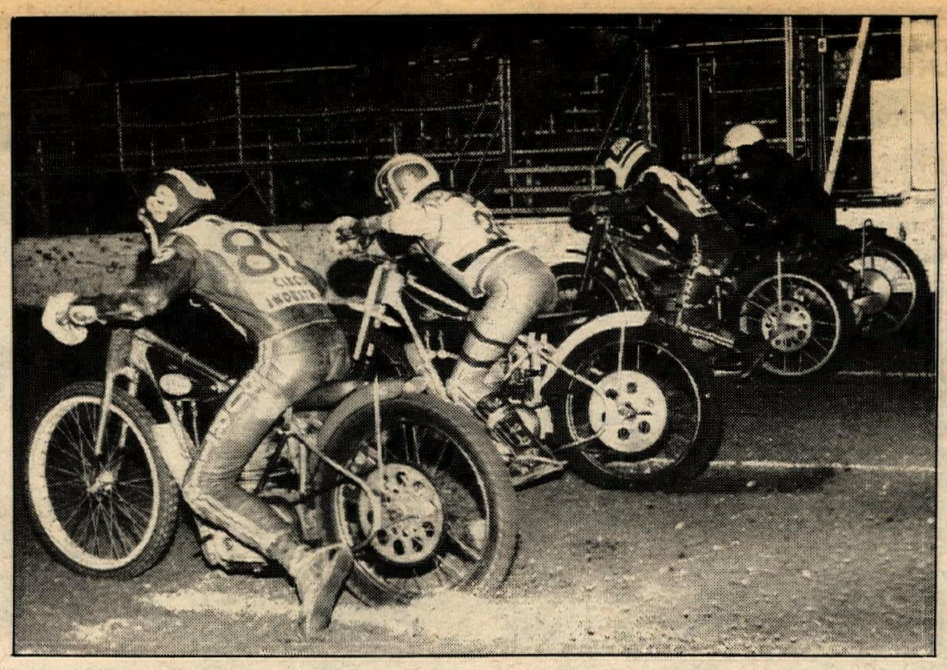


Scratch Main gets off the line. Bill Cody took it, with Bill Gray second and Mike Konle third.

SPEEDWAY WEEK

The Season Is Over For Awhile

By Steven Parker
Photos by Dennis Greene

GARDENA, CA., NOV. 9

The 1973 SRA speedway season is over for the time being, and the last night of sliding competition was held at Ascot Park in Gardena. Many of the top names in the sport shunned the track for various reasons, mostly having to do with the track itself. A quick look at the dirt before the races saw enough junk lying on the oval to start up a spare parts booth in the pits. Countless razor blades, pieces of glass and metal, spark plugs and whatever else falls off a car or bike when it crashes could be found without too much difficulty in the deep mud of the straightaway, and some of the racers consider the track just to dangerous to ride.

Rick Woods, Sumner McKnight, Dan Becker and even Mike Curoso, among others, decided to sit this last one out and let the other guys beat their brains for a change. This didn't happen though, as the main events went to two veterans of racing, and the names in the winners column were as familiar as ever. Riding Ascot is a trick in itself, and some of the stars that shine at other tracks just can't do the same on the big, deep ¼ mile oval.

The evening started on a sour note when Dave Aldana, the only serious AMA threat to the speedway racers, blew his engine up during practice. This event was met by the speedway riders with not totally hidden joy, as Aldana is viewed by most SRA racers as more of a hazard on the track than anything else.

There were very few riders getting off their mounts during the long night, and there were no injuries. The action was good and fast, and the crowd simply couldn't believe some of the things taking place in front of them. Getting these machines into a slide at high speeds is quite a sight, and even though the conditions at Ascot are not the best in the world, it is a great showcase for the sport of speedway racing.

The two veterans who got chances to shine for the evening were Bill Cody and Jeff Sexton. They shared the wins in the main events, and Sexton ended up as the 'big money winner of the night copping wins in the Handicap Main and the Scratch Consolation. Cody took the Scratch Main win, holding off a few other veterans on his way to the checkered flag.

Winning the Second Division Main event was Ron Long, a rider making his first appearance in Southern California. Long led a field that included Southern Cal's regulars Rick Smith and Max Koemans. Long had the style that showed he could be a winner in the future.

The Handicap Consolation showed that Troy McKee has come a long way since the start of the year. McKee began the year as a second division racer, and finished off the season by taking the win in a consolation event against Bruce Penhall and Guy Waterson. McKee is another rider who has the makings of a star, and next year he could be a power to be reckoned with.

The Scratch Consolation brought Bruce Pehnall, Dubb Ferrell, Mark Cherry and Jeff Sexton to the line. Sexton took the lead and the win in an event that saw Mark Cherry almost go down hard. The Scratch Main was up next, and Bill Cody was destined for the win against Bill Gray, Mike Konle and Scott Sivadge. Cody led the entire field for the length of the race, and deserved the trophy and kiss of the trophy girl when the race was over. Cody has fought hard all season to hold on to the high prestige he has as a top rider, and next season "Wild Bill" will enter the scene as high a name in the minds of the other riders as ever.

Keith Tennis took the lead from the line in the Handicap Main. Tennis was stationed on the ten yard line, and he held the lead for almost three laps before some of his competition got the better of him. Konle, Sivadge, Steve Gresham and Bill Cody were coming down on him hard, and Sexton was waiting in the back for something to happen. Halfway through the event it looked like Cody was going to take the win and sweep the program, but Sexton has other ideas, and passed the entire field of five riders in one lap. Sexton led until the end, taking the win in the last Main even of the regular season.

He perhaps deserved the win more than any of the other riders on the track. Sexton had been troubled by what seemed to be nothing more than plain old bad luck during the 1973 season. A hard charger in other types of two wheeled endeavors, Sexton had worked his way into first division during one season of racing. He never seemed to do much more than break his bones, and only raced a third of the season this year, put out of competition with a broken foot, cellar bone and wrist. He still managed to find a reserve spot in the 1973 speedway national championships, and winning the last main of the season meant to many that he would be a top contender in 1974.

As Sexton put it, "It was just like being down on the farm", after he won the Handicap Main, but to others it meant that speedway had a lot of younger stars who are going to pose threats to some of the more established riders when speedway again starts in Costa Mesa sometime next April. •

CMC Irwindale

By John Bethea

IRWINDALE, CAL., NOV 9

Dave Pessy may be a factory Honda rider on the West Coast waiting for the qualifying rounds to start in January, but he is already beginning to raise a welt on the backs of his professional foes in CMC competition. Tonight the curly-haired Torrance resident debuted a bored-out 300cc-plus Honda and competed in all three Expert classes at Irwindale Raceway.

He won the 125 and 250 classes, going away in all six motos, but that 500 class was something else!

That was the only class Rex Staten entered and he, too, didn't win...but probably should have as he won the first round, expectedly, over Tim Lunde (Mai) and Pessy. In the second moto, off he went again into the lead and appeared to be on his way. Suddenly, the transmission went kablooey and he pulled off and out of action for the night. That put Tim Lunde up front with Pessy sneaking up on him. The checkered came before he caught up.

The final was to be the showdown. Lunde picked off the win and Pessy secured himself second. No change throughout as Lunde won it with Pessy wrapping up the night in second.

Earlier, Lunde was Pessy's chief victim in the 250s. In the 125s, it was Nelson Whitehill (Hus), who failed narrowly again in his bid for his first pro CMC win. It was the third week in a row at Irwindale that Nelson has taken a second — so close.

The largest Intermediate turnout came in the 250s and in that Morgan Malocco (Yam) had it pretty easy as he pulled off two victories and then settled back with a second in the final to collect the first-place piece of brass from Don Bongiorno (Hon), who won that final encounter. •

Orange Bowl of MX

By Tom Corley

EL TORO, CAL., NOV. 9

Jeff Szueber (Yam) in the 500 Expert class led off the night with the first moto win on his way to his second overall win in 500 Expert racing during the Orange Bowl of Motocross at Orange County International Raceway.

Last week while just about to line up to the starting gate for another roaring moto Jeff commented "I can't believe I'm winning!" Now he's becoming another super winner at Orange County International Raceway like Dave Carlson and Morris Malone. He was out-of-sight of combined 250 and 500 Expert stars John Hrynkiewicz, Bob Rowe, Jim Dormann and John Petty.

A weird start gave Szueber the bad break of being fourth overall in the second moto. Szueber still tripped over to the payback trailer for the 500 Expert winnings of the night over Bob Rowe's Yamaha. John Hrynkiewicz's Maico whipped the 250 Expert class go-fast 'crossers Jim Dormann and John Petty, both racing the massive-finned Penton 250 MX.

As of tonight a promoter said that the Orange Bowl of Motocross was a bit new and improved. I'm sure that every racer noticed the now powerful lighting at the fish hook sweeper along with another loud speaker for the grandstands. •

Superfun Motocross

By Tom Corley

IRVINE, CAL., NOV. 10

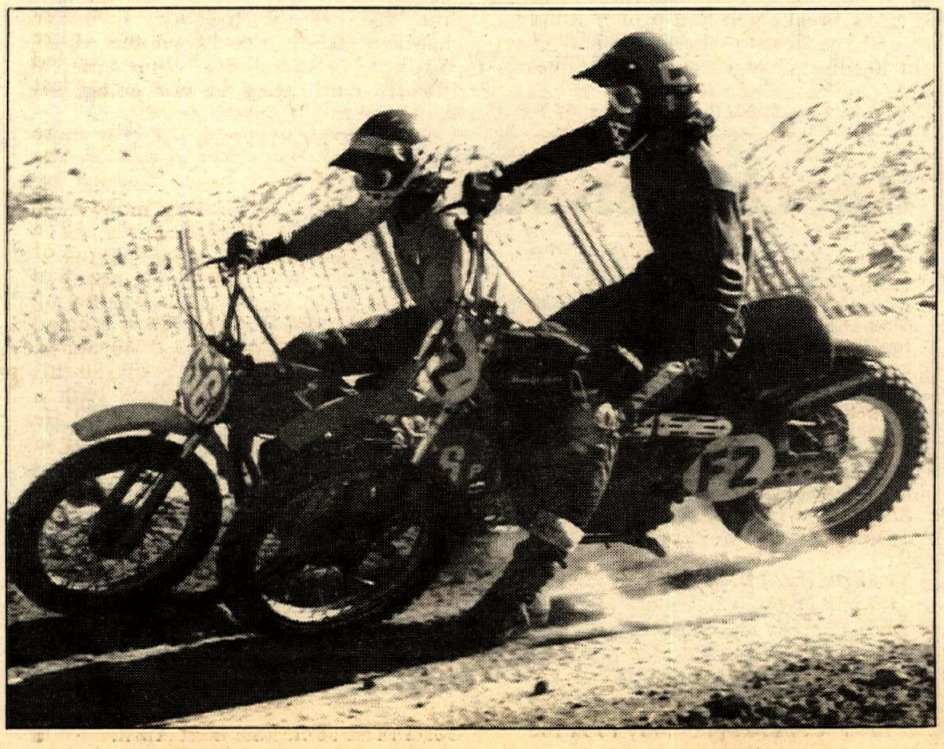
Frank Steiner used a Pro-Fab Frames special motocrosser to blow off the 250 and 500 Expert combined in Saddleback Park Superfun Motocrossing today.

As soon as you saw Steiner haul around the track in the first race you could tell no one was going to knock down his chances for the big 250 Expert money of the day. He made the rest of the swarm of racers look like they were doggin' it. Tom Darrah on the fastest Husky in the park was first 500 Expert and second overall in the motos. Jerry Trojnar (CZ) was unlucky today with problems in the second moto. The head pipe was all that was left of his bike's down swept expansion chamber. It made the high-revvin' two-stroker sound like the thunder of 500 Intermediate third placer Frank McNabb's BSA!

It took Jack Langston (Suz) only one lap to get zapped but while he was leadin' he was lookin' good. While Langston was haulin' up an uphill corner he shouted back to a good buddy "I'm really tired!" So his friend, who was at the corner on a Suzuki Mini-Cycle, shouted back "Well try harder!" Steiner gun-holed it and passed the cross-through 250 and 500 Expert traffic and led the moto over Ron Adams and Jerry Trojanar (who just got a pipe whipped on his bike). Then Trojnar passed Adams while Langston was pushed back into the tailin' end of the not so fast part of this group.

The big bucks winner on the Pro-Fab special Yamaha (Steiner) was credited with the 250 Expert win over Jack Langston and Jerry Trojnar. Tom Darrah whipped it on most everyone today on his Husqvarna and swept the 500 Expert class for a good win in front of CZ racer Dennis Chandler. •

Frank Steiner and Tom Darrah dice at Saddleback.



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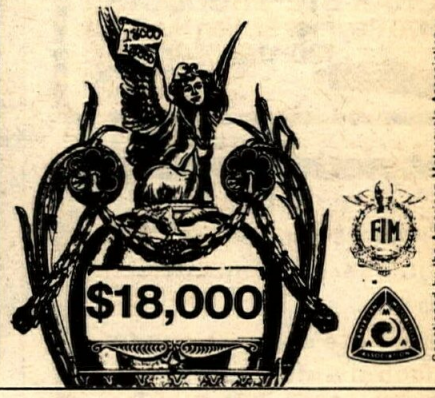

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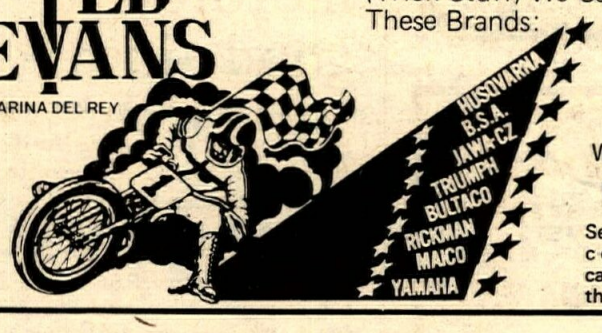

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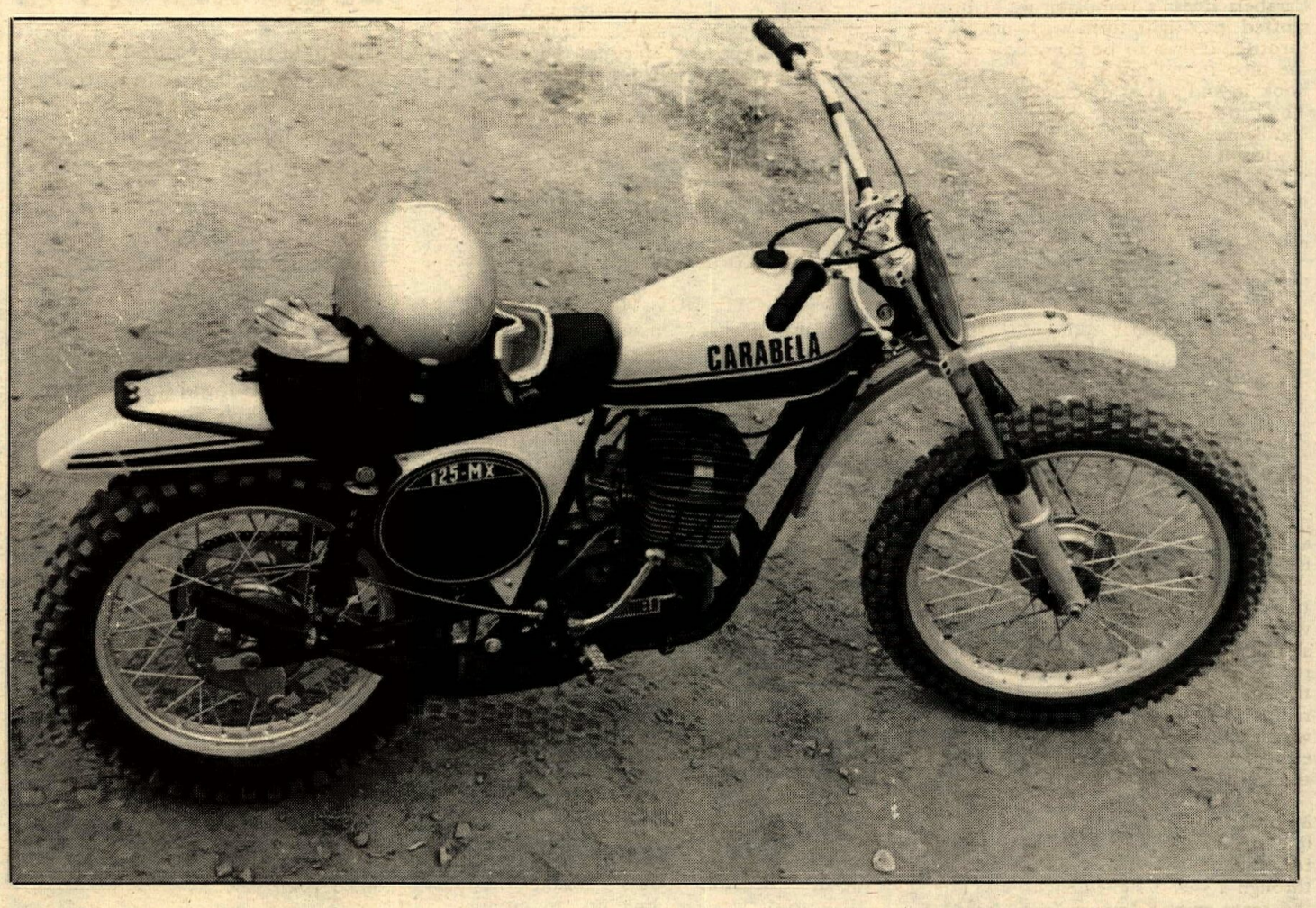
Carabela 125 MX

The Mexican Conquerer rejoins the lightweight contest



Maintaining a healthy skepticism on what you read in various motorcycle tests is invariably a good idea. If the opinions put forward in a publication don't jibe with the facts as you know them, or with information coming from other sources generally considered reliable, then something is amiss.

Of course the reader who has no knowledge whatever of a particular bike can compare all published information on it, ask questions of people who ride the machine, and, finally, ride one himself. Even then, his opinions may or may not coincide with what he's read or heard about the machine. One man's motorcycle may be another man's bilge pump.

When we read, in a recent issue of *Dirt Bike* magazine, some thoroughly negative opinions on the Carabela 125 motocrosser, we were properly skeptical. Though we'd had little first-hand experience with this machine, we did recall seeing it turn in some not-too-shabby performances when it first appeared. Hmmm.

In all fairness, it should be pointed out that the magazine tested a 1973 model and we received a '74. And there are some indications that Carabela went through a period of management difficulties between the factory and its stateside marketing organizations. Perhaps those problems were reflected in a machine that wasn't properly designed for the U.S. market.

But we suspect, and this is merely guesswork, that the early Carabelas were pipey, quick-handling little mothers that were a bit much for the novice motocrosser starting out in the 125 class. Guess number two; the engines were detuned and the steering geometry altered, and the gear ratios (numerically) raised.

With a little excess flab anyway, this only served to make the Carabela less competitive in the growing ranks of 125 MXers. Then the Japanese started to take the 125 class more seriously, no doubt noting that the Spaniards and Swedes were doing so, not to mention all the users of Sachs power plants. With the arrival of Honda's Elsinore 125, notice had been served that the lightweight game was now being played in earnest.

The new Carabela 125 MX is a high-strung racer that obviously needs judicious breaking-in and proper tuning to be at the head of the hunt. The first item needing change is the overall gear ratio. Our machine, as did *Dirt Bike's*, arrived with a 14-tooth countershaft sprocket and 58 at the rear. It could obviously pull taller gearing with no disadvantage in the tight stuff, so we put on a 15-tooth drive sprocket. Much better.

If the Carabela was formerly deficient in the braking category, it ain't so now. A new conical alloy hub at each end provides all one could ask for in anchoring capability. It could use a full-floating rear brake, and we're told provisions are being made for use of either floating or rigid set-ups.

The shocks don't seem to do much of anything except transmit pain to the kidneys. They won't do. The Betor forks work well enough until too much of the fluid dribbles past the seals. Anyone who has replaced seals on their Bultaco, Husky, etc., is familiar with the problem and the solution. But the factory should do it anyway.

Despite the inability of the shock absorbers to take up some needed slack, the Carabela is a good high-speed handler. Good shocks would provide added predictability, and increase throttle-confidence in fast going. Seat

Specifications

Engine type	Two stroke, air cooled, racing
Displacement	124.8
Compression ratio	13.5:1
Max H.P. at sea level	24 H.P. at 8000 R.P.M.
Ignition	magneto
Lubrication	16:1 gasoline oil mixture (in fuel)
Carburetor	30mm Mikuni
Air Filter	FILTRON Element
Clutch	Multi-plate wet disc
Transmission	5 speed
Frame (High chrome content tubular steel)	Double cradle
Suspension (Front)	Betor Heavy Wt. 35 mm
Suspension (Rear)	Swinging arm (rear shocks-Gabriel 60/90
Tire size (Front)	275x21 BARUM
Tire size (Rear)	400x18 BARUM
Tank capacity	1.85 gallon
Wheelbase	55 inches
Ground clearance	8 inches
Weight (Dry)	204 lbs.

padding has been trimmed, which better shocks might make more tolerable.

The Carabela is a bit bigger, overall, than some of the new skinny one-two-fives. The same chassis accommodates 100, 125 and 175cc engines. So at just over 200 pounds, it still carries more baggage than some of the competition. And the wheelbase has either grown from 51 to 55" between the magazine-tested model and the one we had, or someone had the wrong figures.

But even with what appears to be a rather high center of gravity, the Carabela doesn't complain about being stuffed into tight turns with plenty of throttle. It has to be humming up on the pipe to get out rapidly, but it will hook in and out as quickly as you can. The unique cross brace on the handlebars is nice for hooking up tie-downs, but the handlebar angle itself wasn't right for us. Bars with less rearward angle would be better for motocross. The cobby U-bolt handlebar clamps are gone.

Another traditional weak spot has been corrected with the use of Timken tapered roller bearings in the steering head. They appear quite difficult to damage. So, from the chassis/suspension standpoint all the Carabela seems to need are shocks and fork seals. Handlebars are a matter of personal preference. The semi-adjustable footpegs may be suitable where riding duties are to be shared between the tall and the short, but optional, non-adjustable pegs that mount lower are available. We would recommend the latter.

The straight cut gears in the Carabela transmission have been known to grow weary under continual clutchless shifting, and the ensuing sloppiness can result in missed shifts. The newest transmissions are designed with entrance ramps for smoother gear engagement, which should eliminate the need to either use the clutch or rebuild the transmission every season.

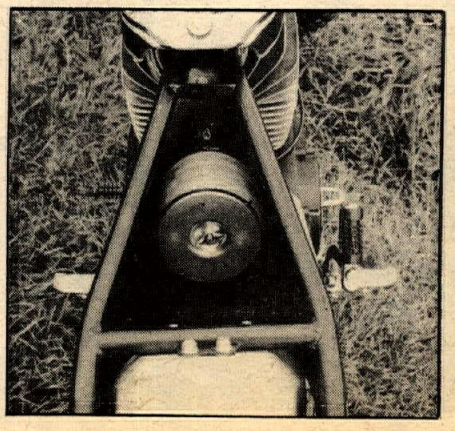
We had no complaint with the 30mm Mikuni carburetor, and the engine feels like it could handle even more orifice for the real go-fasters. Air gets in through a well-designed enclosure under the seat, with a Filtron foam element doing the screening work. The electronic ignition performed well throughout the test.

Regarding the need for suitable breaking-in; it should suffice to remind riders for the need to do so with any engine built to close tolerances. Two or three sessions of half-throttle operation should do it. Run for fifteen minutes the first few times, letting the engine cool completely. You should feel the power increase as the moving parts get more accustomed to working with each other. Then begin experimenting with jetting and needle positions, scrutinizing the spark plug carefully for danger signs.

The Carabela engine will carry the mail, and with the factory indicating its willingness to make necessary changes, the Mexican entry should be in the ball game. Get some good shocks on it, set the forks at the height that provides the best overall handling for your needs, and gas it. Oh yeah, the factory is supposed to be working on improved, Honda-type fork seals, so you may not have to change them.

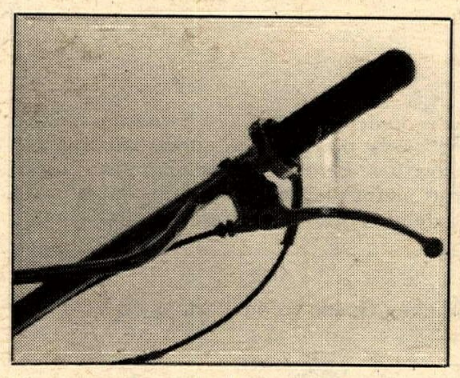
The results of the recent improvements at Carabela will be determined on the motocross courses. They may have been unfairly criticized, or maybe not. They seem to take much of the Gringo advice very seriously. We shall see. ●

Filter setup is like Maico and CZ.



PHOTOS BY JOHN D. ULRICH

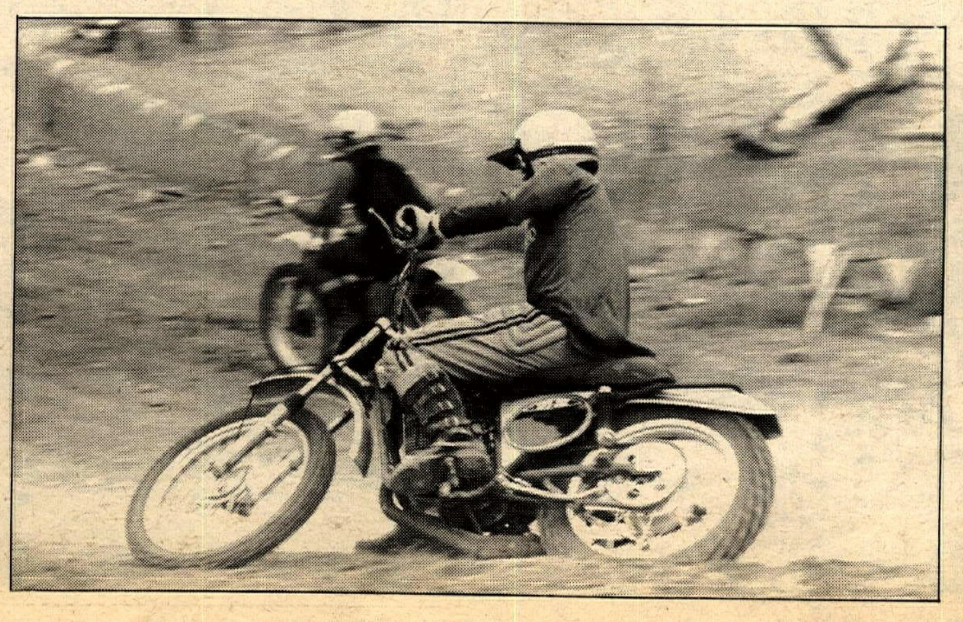
In proper tune, the Carabela 125 delivers good grunt if you keep it buzzing.



Grips are good, levers fair. Elbowed cross brace is nice for tie-downs.

The radial headed, Mikuni carbureted 125 is pipey.

It will track a turn, but with little aid from the shocks.



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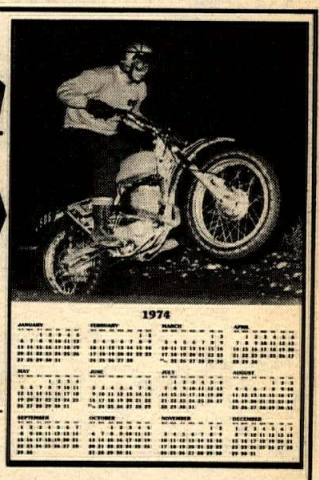

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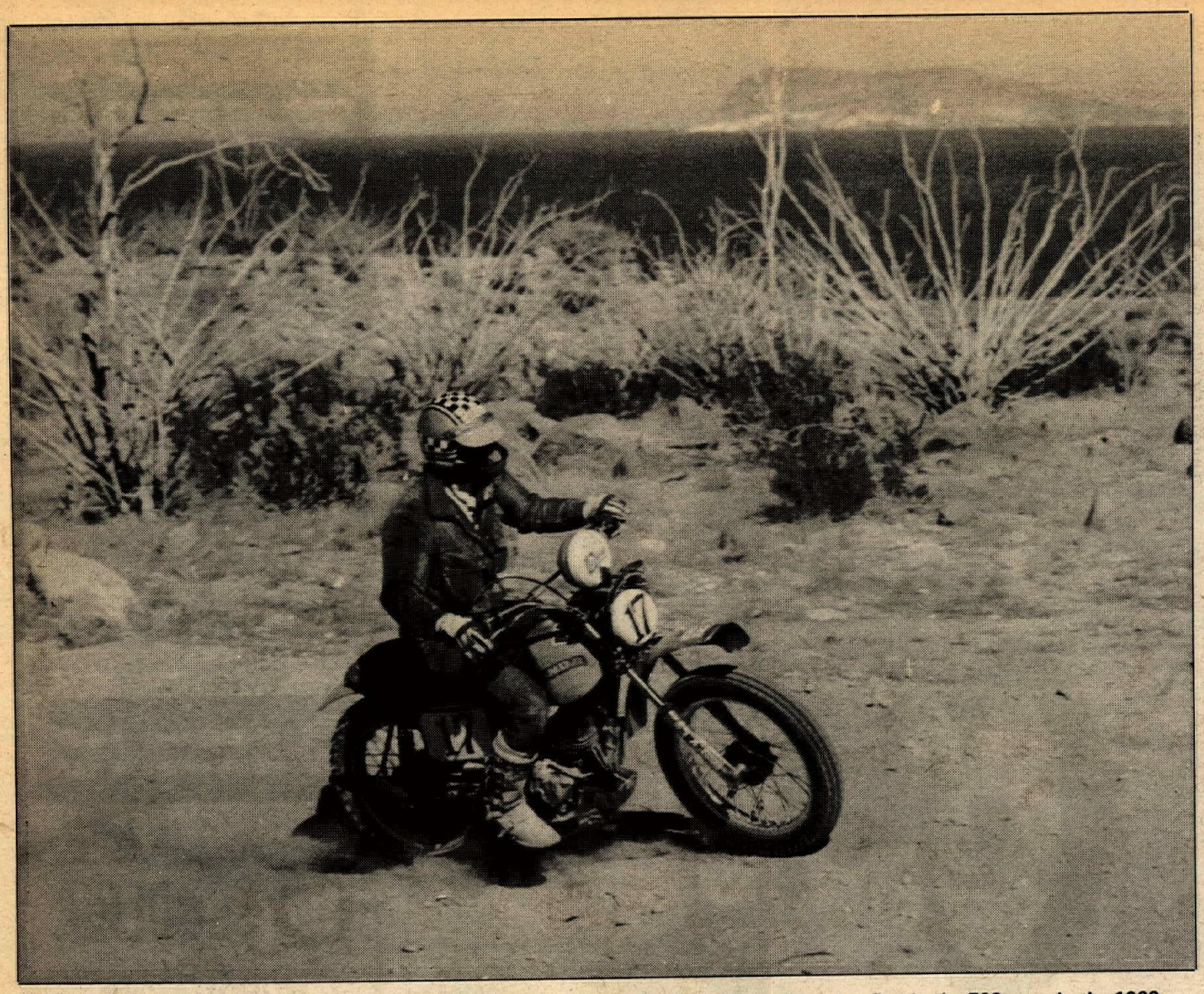


The Preston Petty – Dick Miller team took the Baja 125 class win for the second time this year: first in the 500, now in the 1000. They did it on a Honda CR125M this time. Preston got the daylight and was gassin' it past the Islas Encantadas.

Mitch didn't like the dark; A. C. had never raced Baja before. They won.

Mature motorcyclists Preston Petty and Dick Miller first 125

By John Huetter
Photos By Marcia Holley, Tod Rafferty and Huetter

BAJA CALIFORNIA PENINSULA, NOV. 6-8, 1973

The unknowledgeable look down from an airplane at the new Mexican 1000 course and say, disappointedly, "Oh, it's a road." not realizing that a road in Baja is a place where vehicles have gone – exposing the rocks and digging the desert into ruts and whoop-de-doos. "They'll never make it," says the network sports announcer who has seen hundreds of motor races but never before looked at the brutal extent of Baja California. The reality of the Baja 1000 lies somewhere between these two reactions. It is one of those unique competition events that must be experienced first-hand at some level in order to understand even a little bit what racing a motorcycle across this terrain is like.

To win you must go incredibly fast, ignoring the smaller rocks and making those critical racing judgments about which of the larger ones will send you over the handlebars or flying sideways into a cactus. To finish you must not destroy your bike or your body, either by crashing heavily or destroying the engine and suspension. The race is not always to the swiftest; it is to the quick and consistent. And it is almost always the experienced who win. The first exposure of even a good rider to Baja racing is usually so intimidating that a racing frame of mind is difficult to attain and maintain.

This year it was a combination of experience and youthful enthusiasm that netted the bike win for Mitch Mayes and A.C. Bakken riding for Team Husqvarna. They were not necessarily the fastest but they were the fastest that finished. Bill Silverthorne of the Silverthorne-Hansen-Germain Honda of Lemon Grove team led until an engine seal that wasn't there sealed the end of that effort. Mickey Quade, winner of this year's Baja 500, had a sizeable lead over A.C. when he handed off at the halfway point only to have his co-rider Howard Utsey, recovering from a leg broken in the Baja 300, run into trouble in the dark.

Not many entries finished on the new 875-mile long course that was, for a change, largely off-road, over some of the roughest negotiable terrain on the peninsula. One theory offered in explanation was that many of the riders, thinking themselves familiar with the course since the Baja 500 runs the opposite direction over the same most tortuous terrain, didn't bother to pre-run these sections. It turns out that the obstacles presented in a North to South run down the Sea of Cortez side of Baja are quite different. The rocks point a different direction, the downhills become power-robbing, suspension-busting uphill and, since it was run in daylight for the first time, competitive speeds would have to be higher. It was a different course.

If you don't already appreciate the skill of the two riders, it would be even more incredible then that Preston Petty and Dick Miller finished first 125 on a light-equipped Honda CR125M Elsinore – the first outing for the small two-stroke in Baja. Preston was one of the few first leg riders who was really racing the whole way, eating away at the minutes all the way into the trade-off point at Bahia de Los Angeles. His fast, consistent ride was then complimented by Dick Miller who feels, and continues to prove, that he is as good as anybody at riding Baja in the

Mickey Quade (Hus) coming. He had a half-hour lead over A.C. by the Punta Final checkpoint.

Mickey Quade going. Partner Howard Utsey had problems in the dark.

Top bike was the 400 Husqvarna of A.C. Bakken and Mitch Mayes. A.C. shared victory in his first ever ride in one of the big Baja events.

dark. The same duo won this year's Baja 500 on a DKW.

Night in Baja. If it's clear, there are 50 million stars that provide scant comfort to the biker. If it's foggy, which it sometimes is down on the southern coast, visibility is gone as the comparatively feeble lights from the motorcycles are diffused in the gray mist. No matter what the weather, it is a scary experience. It is usually in the first hours of darkness that the bulk of the fast cars start to catch and pass the bikes. Even the quartz-iodine headlamps specially rigged on Baja bikes look like a shadow when backlit by the 50,000 candlepower illumination banks on the fronts of the four-wheelers. When the cars do get past, there is instant white-out as the gray, hanging dust billows in front so that seeing the front wheel is a major chore.

The very good riders say that is easier to go fast at night since you don't have anything to distract you. What you do have is a dancing beam of light that sometimes illuminates the course, the spiny witches' fingers of ocotillo that leap out to grab you, and sudden flights through the air caused by a rock you never saw. It is easy to overshoot the turns if you're really cooking it, like just about everyone is, and then you're off in the rocks and cactus and mesquite, bouncing and struggling for control. Getting lost at night is amazingly simple, particularly after hours of riding and a mind drugged with fatigue poisons.

Sam and Gene Dempsey are two brothers who have been entering their 650 Triumph desert machines in Baja events for years. Success has always eluded them until this year. They led the Baja 500, eventually finishing second, and managed to wrestle the big Limey bike to a second overall motorcycle finish this year in the 1000. Just when everybody had about written them off as a serious threat, the mature, experienced brother team is starting to enjoy the success they have sought for so long.

Dick Vick and Niles Ussery, winners of this year's Baja 300, were teamed with Steve Hurd on a Husqvarna. They never got to ride when the Motoplat ignition on the Husky went out with Hurd in the saddle on the first leg. This was the first time that three man teams had been allowed for the 1000 under the new rules of the Baja Sports Committee and there was some experimenting with the concept. It was still the two man teams that prevailed. Dick Vick said, "Two strong riders will be better than three since a guy then has a chance to get attuned to the bike and find his rhythm to push it a little faster."

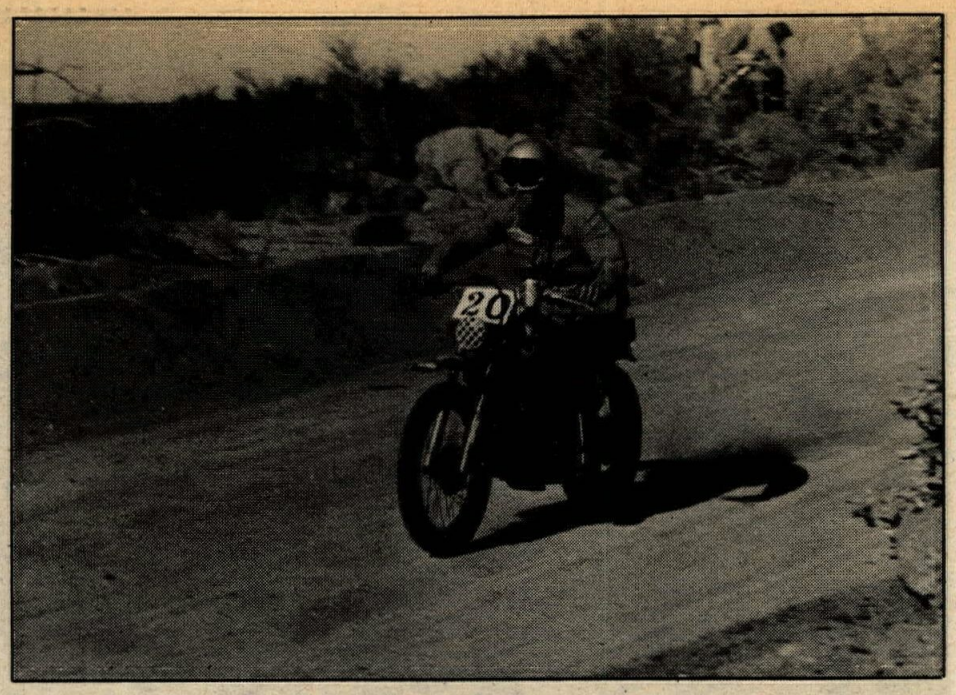
Second 125 to finish in La Paz was a Mexican team sponsored by Carabela.

Gene Dempsey came thundering into a twisting downhill section on his 650 Triumph sled.

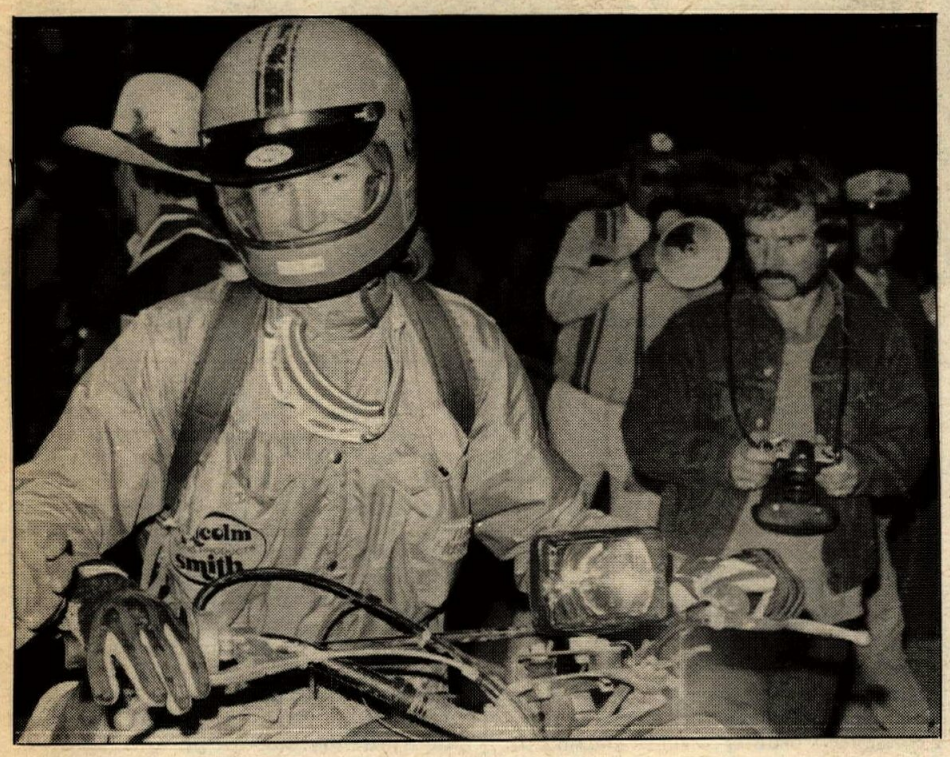
He got a little out of shape in the second turn.

But got a foot down and rode the big thumper over the edge (and the rocks) to head off cross-country and finish second bike.

Mary McGee led off the first leg on the 125 Can-Am, handed off to Bobby Wilson who handed off to his mom, Lynn Wilson. Dodging Chevy pick-ups is part of the challenge of the Baja 1000.



Bill Silverthorne was teamed with Dick Hansen and Fred Germain on a Honda of Lemon Grove 350. It was fastest til it broke.



Mitch Mayes has just won the Baja 1000.

This was the best finish ever by a Mexican motorcycle team and it seemed fitting since this was the first truly Mexican 1000, sponsored and sanctioned through the Committee for Tourist Promotion in Baja California. Their organization, particularly for a first time effort, was good. The purse and the contingencies were adequate and, for a change, it looked like the Mexicans may actually have benefitted significantly from a race in their country. At least they had not forfeited control of the event.

Gene Cannady and Al Baker had a Kawasaki 450 set up for them but, as in the ISDT, the transmission started to go away leaving Gene with only third gear by the time he handed off to Al. They didn't make it much further before other things started to go wrong with the bike and they both sought plane rides back to upper California.

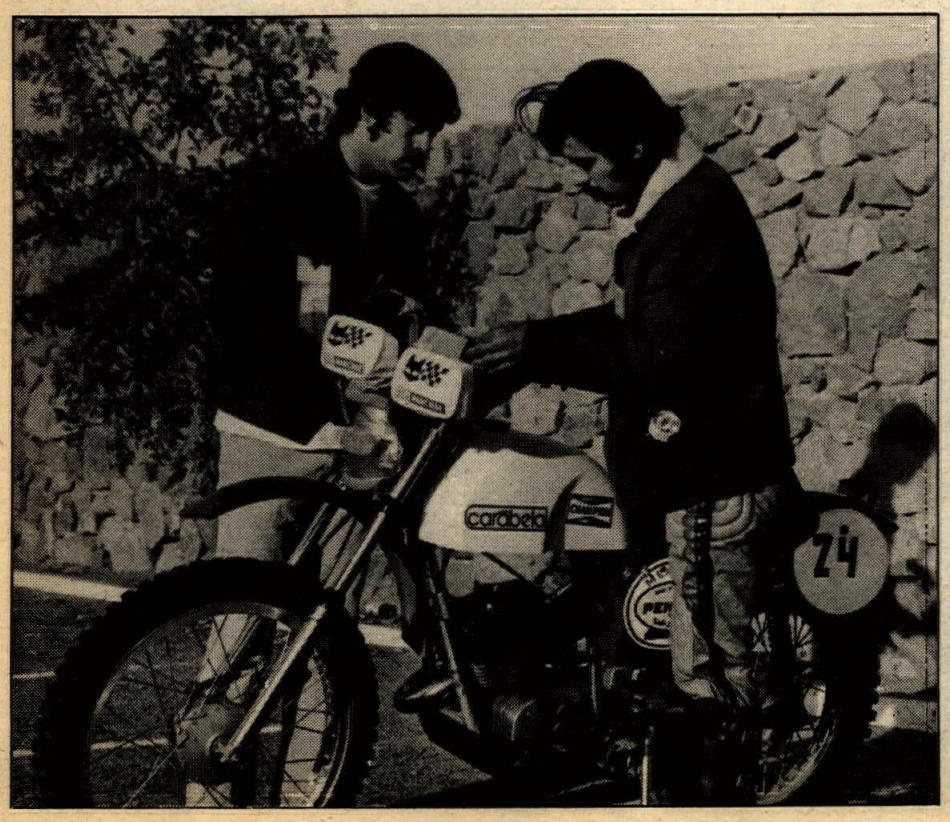
The Watkins brothers on the SL-70 finally finished the Baja 1000 after detouring 120 miles out of the way during the night and having to retrace their path to get down to La Paz. Honda gave them no support for their effort, so they stripped all the identifying logos off the machine and put "Moto Islo" stickies on the fuel cell they used for a gas tank.

Lynn Wilson finally finished on the Can-Am Bombardier. She may not be the fastest thing around, God bless her, but she will finish if it is physically or mechanically possible. She, with Mary McGee and son, Bobby, gave a decent account of themselves. They have become established as Baja veterans.

Bruce Bornhurst handed off to Larry Isherwood looking very tired and ready to quit riding. Their Honda 350 private entry was fourth bike into La Paz but a long ways back. Ron Bishop teamed with Jim Jasper this time to keep a steady pace and again finish well on his 400 Suzuki. He did a creditable second last year.

The first 125, a Honda Elsinore with Dick Miller riding it into La Paz, was fifth bike and first in class. The third 125, a little Suzuki, was brought in by Dave Jacobsen who rode for 10 hours with a broken shoulder. At this level it gets to be endurance and not racing but that is much of what Baja is all about. Finish. Keep going no matter how tired you are or how bad the dust. If it breaks, ride around the problem until it can be fixed. Fix it and keep going. Only another 100 or 150 miles. How many hours? You have to think about finishing and why you are in the middle of this barren, rocky desert in the first place. You can't stop if you're on a bike or drink water from your jug like the car guys. Each entry in the Baja 1000 represents a personal story of heroism and sacrifice. You must experience it to understand. The word itself has new meaning: Baja. ●

Mexican Carabela 125 entry was second 125, one of three small-bores to finish. So much for Carabela jokes.



The Watkins brothers, Don Jr. and Ed, finished within the time limit on a Honda SL-70 partially sponsored by none other than Cycle News itself.

Bruce Bornhurst aims his Honda down the long, winding road to Bahia de Los Angeles. It gets lonely at speed and the course is not flat by any stretch of anybody's imagination.

Baja 1000

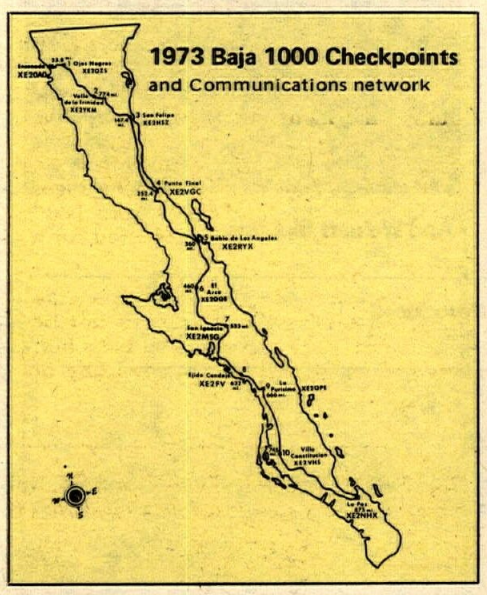
Nov. 6-9
Baja California, Mexico
Unofficial Results

Open

A.C. Bakken/Mitch Mayes	400 Hus 18:42
Sam Dempsey/Gene Dempsey	650 Tri
Todd Martella/John Watkins. Jr.	400 Suz
Bruce Bornhurst/Bill Isherwood	350 Hon

125

Preston Petty/Dick Miller	125 Hon (5th Bike)
Jorge Lim	125 Car
Dave Jacobsen/Jim Ellis	125 Suz



Gene Cannady and Al Baker made up the official Kawasaki entry on a KX450 prepped for the 1000. Detective Sergeant Cannady had the lime green in fourth bike by Checkpoint Four. They DNF'ed by La Paz, however.

Ron Bishop teamed with Jim Jasper this time on a 400 Suzuki to be third bike into La Paz.

The Trans-AMA Weils through the Grand Canyon State

By Art Friedman

Photos by John Ulrich and Friedman

PHOENIX, ARIZ., NOV. 11

Arizona Desert Raceway's motocross course sprawls on the edge of a gravel quarry in Phoenix. Twice it dips into the quarry. The

first descent is the highly touted 60 foot drop-away jump. The bottom of the quarry holds a little bit of water, and the second descent, a roller coaster downhill, comes to bottom in a water-mud hole that got trickier as the day went along, mostly because of the beer cans piling up in it.

A bit of peering around the pits revealed almost as many swingarm configurations as there were motorcycles. Some of the team Kawasakis had shocks that seemed closer to horizontal than vertical. One thing is certain, the swingarms that are standard equipment on for-sale motocrossers are now things of the past.

Practice found the AMA officials taking noise samples with their decibel meter from about every fifth bike. Only one bike had problems. Next week the AMA noise regulations will be enforced.

Jim Weinert, who became the first American ever to win a Trans-Am last week, got a severe de-tuning when his Kawasaki's throttle stuck open and hurled Jimmy and the bike into a group of spectators, critically injuring one. The day didn't get any better for Jimmy.

The day did improve as it went along for Adolf Weil, who finished second in the first moto and then took off in the second moto for the overall win. Pierre Karsmakers' victory in the first moto, combined with a third behind Sylvain Geboers in the second was enough for the second spot at the pay window. The International class was almost overshadowed by the more intense battle for the moto wins in the 250 Support class which finally fell to Rich Eierstedt.

First 500 Moto

Before the start of the first moto, Jim Pomeroy climbed on the back of Sylvain Geboers' Suzuki and started spelling "Geboers" out loud from the back of Sylvain's jersey. Geboers tried to goose him and Jim jumped off. The two-minute sign went up and everyone got down to business.

It was Adolf Weil (Mai), who led the first four laps, showing that he takes the Trans-Am seriously, unlike a few of his European colleagues. Pierre Karsmakers, on the mono-shock Yamaha, pounding along after him, waiting for a mistake. In third was Mike Hartwig, just *flying* and raising hopes in the Husqvarna camp. Willi Bauer (Mai) displaced Gary Jones (Mai) for fourth on the second lap and went looking for Hartwig.

Bauer wasn't too successful in his pursuit of Hartwig, but Karsmakers stuffed it inside Weil as they came by the pits and took the lead. Pomeroy eased by Jones as Brad Lackey, in ninth behind Arne Kring, hit a fallen rider in a corner with no flagman and had to stop to straighten out his machine. After that Bradley was just motoring around. John DeSoto (CZ), his ankle now recovered enough to ride, pulled into the pits for some mechanical fiddling. The front of John's jersey just says "Hawaii" on it.

Jimmy Weinert had just moved into tenth before his day came to a disastrous end. There was a nasty set of whoop-de-doos where the course came by the pits. Every lap saw at least one rider do a front wheel-stand or get radically out of shape. This set of whoops did a number on Weinert and he thudded to earth under his bike. Jimmy lay on the track for a long, long time before he got up. He was out for the day with a fractured collarbone. The sight of his teammate seemed to do little for Lackey's failing enthusiasm for this moto.

Along about the same time, Weil fell down, but not as hard. He lost quite a few places, dropping out of the top ten. Adolf spent the rest of the moto making up what he'd lost in that fall.

Karsmakers now had a pretty safe lead over Hartwig and Bauer, neither of whom seemed to be able to catch the rider in front of him. A battle for fourth had just broken out between Pomeroy and Kring when Hartwig's Husky quit him down in the quarry bottom. AMA rules give you five minutes to push back to the pits. You have to do it along the course in the direction of the race. There was no way that Hartwig was going to push out of that hole, back down into it and then out again in five minutes. Hartwig's moment to shine ended in the hole.

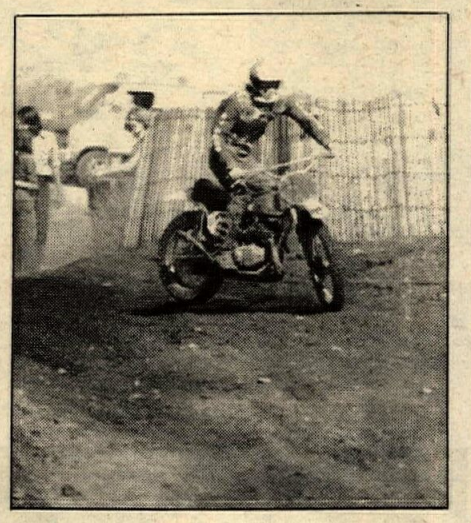
Bauer took over second, but the battle between Pomeroy and Kring (which was resolving itself in favor of Kring) never got a chance to be the battle for third because Weil had knifed his way up through the pack and went after Bauer. Four laps later, he caught Willi and lined up on Pierre.

It didn't look as though Adolf had a chance until the very last lap when the pipe on Karsmakers Yamaha came loose. Pierre had no trouble getting down into the quarry, but climbing the hill to the finish line was a problem. Karsmakers paddled the Yamaha up the hill to a 25-yard victory. Behind Weil, Bauer finished in front of Kring. Pomeroy's Bul had given up in the last couple of laps and Gerrit Wolsink took fifth. Roger DeCoster (you remember him, the World Champion) had sort of coasted around, but managed to finish sixth just because he never slowed down. Tim Hart, heading for top American in the series, was seventh.

Second 500 Moto

Karsmakers led the opening lap of the second moto, but it wasn't the same

Those nasty whoop-dees did some guys like this...



Tom Rapp like this...

And Weinert like this.

The main spectator feature of the course is this 60 foot drop-off. It didn't kill anybody but produced a variety of thuds, booms, and twangs.

Willi Bauer was third.

The Old Man of the Motos, Adolf Weil, did it again.

Karsmakers. This was Frans Karsmakers, Pierre's little brother, riding a bike borrowed from his brother through Yamaha. In second was Jan Johansson, a Husky factory development rider. Both were quickly displaced by Gerrit Wolsink who charged to the front trying to escape Weil, who was coming up through the pack behind him. Although he fell back rapdily at first, Frans Karsmakers held on, running in the top ten until his bike apparently quit. He gave way to his brother, Geboers, and Bauer on the fifth lap. Weil banged away, finally getting past Gerrit Wolsink, who was then passed by Bauer, Geboers and Karsmakers.

Behind Wolsink, things began to sort themselves out. Johansson led Kring, Peter Lamppu (Kawasaki's only remaining Great Green Hope), Tim Hart, Rich Thorwaldson, Tarao Suzuki, and Marty Tripes, who worked up into the top ten about the same time that Weil, with a big lead, lapped him.

The top six remained the same to the end. Everyone seemed to expect Pierre to put on a big charge to bid for the win, but he never did it. He came around on one lap with his engine loaded up, but it had cleared off by the following tour.

In the closing laps, Hart passed Lamppu for seventh and Tripes managed to get in front of Suzuki and stay there. His previous pass had been undone when he stalled in the mud hole.

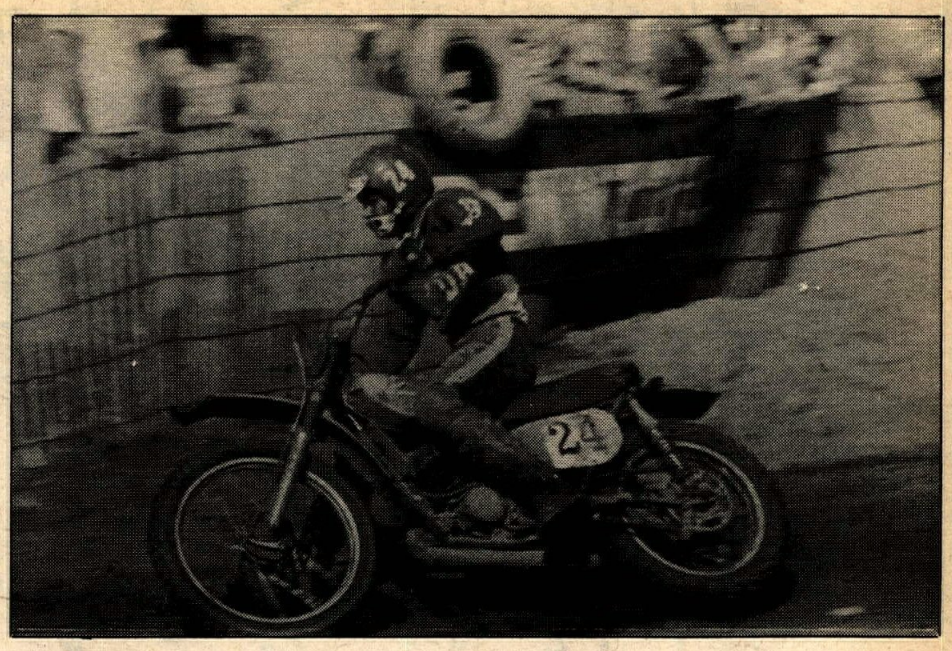
It's beginning to look very much like Adolf Weil's series. The guys who can beat him don't seem consistent enough to make it count. The consistent guys aren't fast enough. Tim Hart took over the top American points spot this week with Weinert's misfortune. ●

Results

1. Adolf Weil (Mai) 2-1. 2. Pierre Karsmakers (Yam) 1-3. 3. Willi Bauer (Mai) 3-4. 4. Gerrit Wolsink (Mai) 5-5. 5. Arne Kring (Hus) 4-6. 6. Tim Hart (Yam) 7-8. 7. Peter Lamppu (Kaw) 9-9. 8. Jan Johansson (Hus) 12-7. 9. Sylvain Geboers (Suz) 20-2. 10. Rich Thorwaldson (Suz) 11-12. 11. Gary Semics (Hus) 10-15. 12. Tarao Suzuki (Yam) 15-11. 13. Steve Stackable (Mai) 13-14. 14. Mike Runyard (Suz) 14-16. 15. Gary Jones (Mai) 8-25. 16. Gary Chaplin (Hon) 18-17. 17. Jean Jobe (Mon) 17-18. 18. Bob Wright (CCM) 16-23. 19. John DeSoto (CZ) 28-13. 20. Roger DeCoster (Suz) 6-36.

Karsmakers (Pierre, that is) was second. Jumping off this cliff sent you to the swamp.

Eierstedt wins Support



Rich Eierstedt combined a third and a sixth with a final moto win for top Support class cash.

By John D. Ulrich

Support Class

Robert Plumb (Hon) led the first three laps of the first Support class moto. Bryar Holcomb (Bul), who held third away from the start, moved past Rich Eierstedt (Hon) into second on the second lap of the 12-lap moto. On the next lap, Holcomb continued his move by taking the lead from Plumb. Eierstedt, and Bill Grossi (Kaw) quickly moved up as Plumb started falling back towards a ninth place finish.

Holcomb never actually lost his lead as Grossi and Eierstedt diced for second. However, on the tenth lap, Grossi strongly challenged Holcomb.

Holcomb and Grossi ran side by side down the smaller downhill leading into a massive mudhole by the curve next to a small lake with ducks floating around on it. Holcomb broke through the berm between he and Grossi and Grossi was knocked into the water. It took four guys to get the sodden Kawasaki out of the waist deep mud and goo, as Grossi watched Holcomb hold the lead 'till the finish. Bill Clements (hus), who had moved up steadily from about seventh at the start, nabbed second from Eierstedt on the last lap. After taking the checkered flag, Holcomb rode down to the mudhole to see how Grossi and his bike were doing.

Clements led from the gate in the second moto until he crashed on the third lap. Grossi, who was right behind him, took over the lead with Ron Self (Mai) second and Holcomb third, having moved up from a fifth place start. Clements quickly remounted and began an incredible charge towards the leaders. He blasted up from his sixth place restart into second within three laps.

It was Grossi's turn to fall, and he finished 24th as a result. Self then took over the lead with Holcomb second, and when Self dropped out of the race it was Holcomb with Clements second. John Borg (Yam), who finished seventh in the first moto, stole third from Gaylon Mosier (Hon) on the last lap, and that's how they finished.

Clements crashed at the start of the third moto, got going again dead last, and proceeded to pass 13 riders in a fantastic battle up to eighth place by the time the 20-minute moto was over. Clements passed, passed, and passed again; passing on downhills, jumps, even passing John Borg in the mire mudhole. Borg was able to get back past Clements though, and held onto a seventh place finish.

Holcomb stalled his bike after hitting another rider on the first lap, and it took three flagmen to push start his bike on the wet track. By the time he was moving again, he was so far back he finished in front of only one other rider. With Holcomb out of contention, Eierstedt led from lap one to the end.

Tom Rapp (Bul) and Gaylon Mosier fought for second until Grossi, on the move from a bad start, worked his way up to them. Grossi slid around the flat outside the berm without backing off, keeping the gas on all the way where otherracers backed off going into the turn and gassed it coming out. Grossi took second on lap eight and started chasing Eierstedt, but at the flag he was still in second. Mosier zapped Rapp for third.

Overall: Eierstedt won, with Clements second, and Mosier third. ●

Results

1. Richard Eierstedt (hon) 3-6-1. 2. Bill Clements (Hus) 2-2-8. 3. Gaylon Mosier (Hon) 6-4-3. 4. John Borg (Yam) 8-3-6. 5. Tom Rapp (Bul) 7-9-4. 6. Bryar Holcomb (Bul) 1-1-21. 7. Robert Brown (Mai) 17-7-5. 8. Rick Long (Yam) 12-11-7. 9. Thorne Waymire, 14-8-10. 10. John Dellaire (Mai) 25-10-11.

Billy Clements chases Bryar Holcomb in moto two.

the continuing adventures of
Motocross Cat
©1972 Tony Bell
OUCH II
MX CAT AND ERNIE DISCUSS RACES PAST!
REMEMBER THAT RACE AT STINKING PINES...
...THE TIME YOU FELL OFF THE 300' CLIFF!
HO
YEAH, I REMEMBER!
...OR THE TIME AT ENCINO WHEN YOU ENDO'ED SIX TIMES!
...AND THEN GOT RUN OVER BY 36 BIKES!
...OR THAT MUD HOLE YOU FOUND IN SEPTEMBER!
RIG-IT
...AND WHEN YOU GOT CENTER-PUNCHED!
A200
KE-RUNCH
WHAT I DON'T UNDERSTAND...
...IS HOW YOU COULD DO THAT...!
ON A BICYCLE!
© Tony Bell Nov 5 1973

RESULTS

SRA Grand Prix
November 3-4, 1973
Riverside Int'l. Rcwy.
Riverside, Calif.
Trophy Winners

76-200 BEG +15
C. Johnson
D. Greeley
R. Burba
T. Foreman
G. Kabonic
M. Sepulveda
J. Woodard
J. Velker
J. McMahan
S. Blakely
D. Smith
J. Hamilton
T. Allen
R. Peckham
B. Johnson
J. Miller
J. Boyes
D. Griffith
M. Lunsford
M. Jacobs
K. Shawn
P. Ekholm
D. Johnson
J. Goodwin
Bruce Hirata
J. Birt
C. Tattersfield
E. Martin
J. Garjian
250 BEG
T. Warner
D. Ferreeira
D. Swain
D. DeBonedetti
J. Niznik
R. Jensen
S. Pgeiffer
J. Glass
J. Morrison
B. Walters
M. La Belle
A. Celio
J. Leader
D. Rhodes
L. Sims
C. Swirkal
S. Rowland
W. Harvey Jr.
H. Hirata
R. Walters
OPEN BEG
J. Nelson
S. Tibbets
P. McCowen
G. Derby
C. Weaver
C. McMurtry
J. Faney
S. Moore
R. Tuso
T. Mercier
J. Richardson
C. Robinette
J. Wendel
R. Johnson
OPEN NOV
Clark Phillips
Olan Greeler
Bill Stubbs
Jerry Herren
Dale Teubner
Joe Whitlow
Robert Wadlow
Jeff Phillips
Tim Imhoff
Rick Moore
POWDER PUFF
Madelen Almeida
Nancy Payne
Anne Steiner
Debi Jones
Gloria Farvour
Rebecca Seren
Debbie Graziano
Terry Jones
0-200 BEG -16
Scott Davies
John Churilla
Jim Scranton
Randy Roseberry
David Ward
David Smith
Paul Christensen
Donald McIven
Tom Allen
Phil Tignur
Jeff Hollie
Mark Jackson
Chuck Gettis
Steve Jennings
Rick Zamora
Tom Salmons
Robert Tomlin
Tim McFadden
0-200 NOV
D. Huff
D. Teubner
D. Turk
R. Gerbasi
J. Burt
B. Clark
D. Johnson
W. Rimirez
J. Kistler
B. Meloserdoff
S. Walker
J. Marsh
M. Webster
R. Peckham
M. Barrett
C. Halzle
B. Scott
G. Milton
L. Ripley
J. Rucker
D. Mapes
V. Martin
75cc
Steve Speck
Duane Mapes
Donald Miller
Scott McCarty
Sammy Soltz Jr.
Chris Barling
Randy Grizzle
Alan Frost
Gene Hust
Ed Gettis
Rosie Stebert
250 NOV
R. McClellan
L. White
G. Faulks
L. Merritt
S. Lyon
K. Winkler
D. Davis
D. Grace
D. Montgomery
D. Johnson
B. Harber
J. Karell
J. Bowles
K. Chism
J. Sullivan
B. Ogden
250 BEG & NOV +35
C. Phillips
C. O. Bailey
S. Sutton
L. McQueen
C. Brown
K. Beauchene
J. Seefried
R. Sheridan
L. Marquis
J. Glass
D. Johnson
F. Smith
W. Halverson
G. Stoffel
F. Trager
B. Stewart
N. Dubois
N. Blackmer
250 BEG
Dominic Debendetti
Robert Faulks
Steve Kratke
Danile White
Mike Greeley
Bob Pyle
Jeffery Woods
David Rogaczewski
Lester Stiffer
Harvey Deeter
Raymond Bell
Mike Meinert
Kenneth Clark
William Cook
Glenn Frank
John Bosanko
Patrick LaCross
Joseph Glass
G. Kabonic
Mike O'Toole
Richard Peckham
Sonny Goetz
Chris Johnson
Leonard Sims
Bruce Halverson

Motocross
Orange Bowl
O.C.I.R.
El Toro, Calif.
Nov. 9, 1973
by Tom Corley

125 EX
Greg Bartock Hon
Dave Carlson Hon
Rick Bean Hon
250 EX
John Hrynkiewicz Mai
Jim Dormann Pen
John Petty Pen
500 EX
Jeff Szueber Yam
Bob Rowe Yam
250 BEG
Tom Cross Suz
Jack Crone CZ
Myron Martin Hus
250 NOV
Steve Castle CZ
Farley Brown Yam
Steve Medina Bul
250 JR
Eric Wills Bul
Kirk Bassett CZ
Aaron Bassett CZ
250 INT
Bob Freeman CZ
Pete Smith Bul
Paul Bean CZ
500 BEG
Steve Gallegly Suz
Stan Moore CZ
Richard Gothridge Bul
500 NOV
Steve Rivara CZ
Russell Holmes Hus
500 JR
Dave Orozco CZ
Ted Temmigkeit CZ
Steve Szueber Yam
100 BEG
Bryan Daniel Hod
Don Miller Yam
Karl Kahn Yam
100 JR
Brad Roberts Bar
Mark Johnson Yam
Jon Hewitt Yam
100 INT
Richie Collins Pen
Jeff Ward Hon
MINI BEG
Kirk Kosanen Hon
Jeff Johnson Hon
Larry Wares Hon
MINI NOV
Steve Florio Hon
Kenny Allen Hon
Ronnie Stewart Hon
MINI JR
Rich Horner Hon
MINI INT
Danny Van Auken Hon
Jamie Oliver Hon
Mark Marriot Hon
MINI EX
Jeff Ward Hon
125 BEG
Chris Fortier Hon
Jeff Nixon Suz
Phil Maynard Hon
125 NOV
Mike Raines Hon
Rick Hein Suz
Jeff Brusscev Pen
125 JR
Rick Reveles Yam
Fred Miller Hon
Dave Schmuck Hon
125 INT
Brad Dutoit Hon
Mike Perry Pen
Richard Hackey Suz

Superfun MX
Saddleback Park
Irvine, Calif.
Nov. 10, 1973
by Tom Corley

250 EX
Frank Steiner Yam
Jack Langston Suz
Jerry Trojnar CZ
500 EX
Tom Darrah Hus
Dennis Chandler CZ
125 NOV
Dave Helme Hon
Jon Lewey Hon
125 JR
Jonas Gaaf Hus
Randy Shumate Suz
Tim Hoover Ric
125 INT
Jeff Henneke Hon
Dale Hunter Hon
125 BEG
Wes Boniface Yam
Wolfman Yam
Steve Rhyan Mon
500 JR
Steve Tucker CZ
Bob Kody Mai
Steve Coronado Suz
500 INT
Ron Adams CZ
John Dickenson Hus
Frank McNabb BSA
100 BEG
John Gardner Yam
Bill Olsen Hod
Richard Hawkin Hod
100 NOV
Mike Johnson Yam
Curt Bishop Yam
Roger Edberg Yam
100 JR
Huff Hadley Yam
Don Hunt Suz
100 INT
T. Hanamata Suz
Danny Shumate Suz
MINI
Larry DeSoto Hon
Jeff Johnson Hon
Brian Backstom Hon
250 BEG
Bill Manion Suz
Carl Friesen Hus
Lynn O'Banton Hus
500 BEG
John Weller Yam
250 NOV
Steve Beam Yam
Ken Gabrielson Hus
Richard Akre Yam
250 JR
John Patten Hon
250 INT
Glen Scrivens AJS
500 NOV
Curt Bishop Yam
Reece Thompson Hus
Ken Rolland Yam

Motocross
Sage Park
Ridgecrest, Calif.
Oct. 28, 1973

MINI-MINI
Paul Rich
Roger Gibson
MINI
Michael Romp
Gary Krammer
Roger Holmes
100
Roy Frannick
Jim Morris
Steve Westbay
125
Rick Garrett
Luman Funkey
Scott Williams
125 EX
Brad Eyre
Kem Park
250
Neil Crisman
Greg Winkel
Steve Ball
OPEN
J.C. Ray
Mark Romp
OPEN EX
Layman Gattis
Larry Kreil
OLD TIMERS
Vidar Andersson
Al Bonnefin

Motocross
Fly-N-Raceway
Termal, Calif.
Nov. 4, 1973
by Mickey McManus

MINI DIV I
Joey McManus Hon
Mark Woods Hon
Rich Schroyer Ind
MINI DIV II
Kurt Hoffman Hon
Mikr Brunner Hon
POWDER PUFF
Joanna Amy Yam
Monica Canela Yam
100 BEG
Bob Amy Yam
Terry Raymond Yam
100 NOV
Robert Russell Yam
Wes Arita Yam
Terry Carter Hon
Eric Petersen Yam
Danny Hullett Yam
125 BEG
Kelly Miller Hon
Mike Ireson Pen
Kenny Strand Suz
Nick Barrick Pen
Tom Bower Yam
Don Turner Suz
John Urick Suz
Gene Clark Yam
125 NOV
Alec Pettersen Pen
Kenny Morris Hon
Chuck Wheeler Suz
Terry Collier Hon
Brad Phoenix Suz
175cc
Mike Polson Yam
John Muir Hon
250 BEG
Jim Mamer Yam
Brad Lewis Suz
Mike Taboada Yam
Bob Floyd Hus
250 NOV
Lyle Schroyer CZ
Brad Cole Hon
Jerry Reynolds Yam
Philip Taboada Suz
Bruce Coletti Yam
Ronnie Ray Ric
OPEN
Mike Dosh CZ
David Kohn CZ
Paul Kirby CZ
INT
Steve Subith Mai
Jim Maicos Yam

TRA Motocross
Franklin on
Territorial Rd.
Nov. 4, 1973
by Shirley Campbell

BOX STOCK MINI
Oley Grover Hon
Mark Moriarty Hon
Richard Burtch Yam
MOD MINI
Loren Erickson Hon
Shawn Steinback Hon
John Wincewicz Cha
100cc
Randy Binder Yam
Dan Worthington Bul
Judy San Martin Yam
125 JR HEAT 1
Ed Hill Suz
Wayne Olson Hon
Larry Vancurler Suz
125 JR HEAT II
Bill Hayes Yam
Bill McCormick Yam
Rick Wirtz Hon
125 EX
Kent Goar Hon
Gary Davis Hon
Brad Hurst Hon
200cc
Charles Andrews Hon
Al Muse Suz
Arnold Burtch Suz
250 JR HEAT I
Steve Dunnihoo Bul
George Murphy Yam
Gerald Harpool Puc
250 JR HEAT II
Ron Cain Suz
Joe Sandgathe Suz
Chet Campbell Hus
250 EX
Steve Williams Mon
Skeet Hise Hon
Keith Nerseth Pen
OPEN JR
Bob Malpass Yam
Mel Beaitie Yam
Keith Crabb Yam
OPEN EX
Jack Heeter CZ
Charles Standeford CZ

Motocross
Las Vegas MX Club
Las Vegas, Nev.
Nov. 4, 1973

MINI BEG
Ronnie Giger Hon
George Fooshee Suz
Ron Ellenburg Yam
Cal Wachtel Hon
MINI NOV
Mike Worthington Hon
John Gurganus Ste
Mike Rodriquez Hon
Joey Dee Hon
MINI AM
Paul Emerson Yam
Troy Fitch Suz
David Thomsen Yam
MINI EX
Lenny Giger Hon
Kevin Davi Ind
Marv Chapman Suz
100 NOV
Rod Ahlstrom Yam
Steve Jackson Yam
Ron Deems Yam
100 EX
Randy Cannon Hod
Mel Chapman Yam
Scott Cannon Ric
125 NOV DIV I
David Fultz Hon
Pete Escote Suz
Tony Cobb Suz
Mike Smith Hon
Steve Giger Hon
Eddie Munoz Hon
125 NOV DIV II
Charles Finnegan YZ
Fritz Moser Hon
Randy Kimbrough Yam
Bill Jensen Mai
David Fox Mnk
Robert Allen Suz
Raul Rodriquez Suz
125 AM
Dave McNeill Hon
John Bedotto Suz
Dan Wagner —
125 EX
Jerry McKinlay Suz
Paul Williams Hon
Todd Hall Car
250 NOV
Sid England Hon
Roger Wells Kaw
Dobie Pursley Suz
Gary Randall Suz
Brian Stephenson Kaw
Bill Biernacki Yam
250 AM
Bob Vallely Mai
Chris Guittard Hon
Bryan Zasloff Hon
250 EX
Chuck Pallas Hus
Mackie Whitney Hus
Bob McLaughlin Hus
500 AM/EX
Jim Keeton Hus
Mel Chapman Bul
Floyd Dunn Mai

CMC Motocross
Irwindale, Calif.
Nov. 9, 1973
by John Bethea

MINI
Mark Lawrence Yam
Bobby Gonzales Hon
Bill Fancher Hon
Tom Medlock Hon
Jim Salsbury Yam
100 JR
Bobby Smith Yam
Bob Evans Hod
Kevin Dick Yam
Sue Fish Hod
Rudy Sayers Hod
125 JR
John Estes Hon
Mike Swann Suz
Chris Gray Hon
Mike Bush Hon
Robert Marino Hon
250 JR
Steve Tafoya Hon
Mike Follmer Mai
Russ Newman Yam
Dean Jocic CZ
Gilbert DeLa Rosa CZ
500 JR
Ron Gray CZ
Bart Taylor Hus
Paul Piper Yam
Dale Hicks Suz
Trent McGee CZ
125 INT
Cliff Lett Hon
Ollie Senechal Hon
Mike Thill Hon
Dave Wholey Yam
Bob Welch Hon
Benny Jones Yam
Greg Hogan Pen
250 INT
Morgan Malocco Yam
Don Bongiorno Hon
Jeff Sloan Yam
Alan Kent Bul
Scott Doornbos Hon
Jeff Deal Bul
Mike Hixson Yam
Skip Keeley Mai
Steven Potts CZ
Seve Ellis Hus
Terry Judd Yam
500 INT
Rick Carrisossa Hus
Jeff Witherell CZ
Rick Welch Yam
Kelly Bautista Bul
Alan Cheever CZ
David Vail Hus
John Carmona CZ
Dave Wholey CZ
Joe Chambers CZ
125 EX
Dave Pessy Hon
Nelson Whitehill Hus
Wes Sutton Suz
Patrick Hubbs Suz
David Taylor Yam
Bryan Dodge Hon
250 EX
Dave Pessy Hon
Tim Lunde Pen
Val Tamietti Hon
Butch Waymire Yam
Henry Saunders Yam
500 EX
Tim Lunde Mai
Dave Pessy Hon
Andy Baines Mai
Chris Allen CZ
Rex Staten Mai
Brent Foes Yam
Ted Hamner Yam
Dennis Clark CZ

CRC Motocross
Rawhide Cycle Pk.
Elsinore, Calif.
Nov. 4, 1973
by The Shadow

80 MINI
Kurt Sofka Jr. Yam
David Chavez Hon
Cindi Watson Hon
60 MINI
Steve Jackson Yam
Greg Maiefski Yam
Tony Barbacovi Yam
250 INT
Fulton Tidwell Hon
Brian Harber Hon
Kevin Callaway Yam
OPEN INT
Rick Valentine CZ
Cal Parson Mai
250 EX
Shawn Huffman CZ
John Barelay Mai
Larry Roeseler CZ
OPEN EX
Ron Dugan Hus
Michael Jackson Hus
OPEN BEG
Keith Long Hus
Jim Duffy Mai
Randy Provost Hus
OPEN NOV
Doug Stagg Hus
Dick Brown Yam
Lee Evans CZ
David Robinson Mai
250 NOV
Richard Mata CZ
Keith Dysert Hus
Jack McCormick Yam
Kelly Callaway Yam
Jeff Sloan Yam
Andy Scrape Yam
Farley Brown Yam
E. J. Norris CZ
250 BEG
Bill Gammon Hus
Joe Chorilla Hon
Dennis Harlman Hon
John Coute Hus
Robert Birch Mon
Steve York Yam
VETS
Dave Turnquist CZ
Shay Huffman CZ
Bob Sorrells Yam
125 NOV
Steve Marks Hon
Jeff Sanchez Hon
Gordon Tamm Nog
Jeff Voss Hon
125 INT
Paul Minnis Hon
Waymond Williams Yam
Randy Batsell Mnk
125 EX
Brian Renshaw Hon
Bob Rutten Hod
125 BEG
Kurt Daenitz Bul
Walter Popp Mnk
Jeff Sutine Mnk
Chris Gillespie Bul
Kim Plamer Suz
125 BEG UNDER 16
Jay Gardner CZ
John Chorilla DKW
Brian Lirghtas Hon
Jay Powell Hod
100 BEG
Gary Bowden Yam
John Tarnant Hod
Tom Rutten Hod
Mark Weaver Yam
100 NOV
Doug Otten Hod
Geoff Singer Pen
Danny Williams Hon

RESULTS

R.A.C.E. MX
Corona Rcway.
Corona, Calif.
Nov. 2, 1973
By Dale Teubner

MINI CYCLES
Scott Tipton Hon
Ken Morgan Hon
Eddie Lawson Ind
100 JR
Danny Fleming Yam
Scott McCarty Yam
Ernie Townsend Hon
125 JR
Jeff McCarty Hon
Jeff Nison Suz
Lee Caldwell Bul
250 JR
Rusty Spencer Yam
Richard Mata CZ
George Nance CZ
500 JR
Lynn Taylor CZ
Gil Smith Hus
Dan Closson Yam
125 INT
Al Cancino Hon
Paul Minnis Hon
Bob Garrabrant Yam
250 INT
Bob Bland CZ
Mike Jacobs Suz
250 SR
Ray Topham Bul
Dirk Wambold Hon
Mike Garrett Pen

R.A.C.E. MX
Corona Rcwy.
Corona, Calif.
Nov. 1, 1973
By Dale Teubner

MINI CYCLES
Bill McCandless Hon
Dan De La Vega Hon
Ron Utaski Hon
100 JR
Pat Hawley Hod
Shane Hawley Hon
Chris Marks Kaw
125 BEG DIV I
Fred Webb Hon
Dave Fox Hon
John Jones Hon
125 JR
Mark Marinez Hon
Eddie Clark Hon
Ruben Durazo Suz
125 BEG DIV II
Mike McMichael Suz
Steve Harper Hon
Mike Marks Suz
250 JR
George Nance CZ
Mike Aparacio CZ
Terry Cowdin Suz
250 BEG DIV I
John Hanna Hon
Paul Johnson Yam
Greg Gritters CZ
250 BEG DIV II
Mike Martin Hon
Rex Roberts Suz
Dan Lopez Hon
250 INT
Lance Gunn Suz
Pat Killilea CZ
500 JR
David Chappell Yam
Roger Granger Mai
Rick Ankrum CZ

Moreno Valley MC MX
De Anza Cycle Park
Sunnymead, Calif.
Nov. 3, 1973

MINI BEG
Frank Spangler Hon
MINI JR
Ernie Townsend Hon
100 BEG
Wyatt Hansen Yam
Mark Allee Yam
Joe Spangler Hon
100 BEG P.P.
Terri Bender Yam
125 BEG P.P.
Debbie Lutz Yam
125 BEG
Fred Kanpp CZ
Paul Ivie Yam
Rick Post Suz
125 JR
Rocky McKee Suz
Gary Praster Hon
Rick Stupin Suz
175 BEG
Phillip Poirier Bul
Robert Redford Suz
175 JR
Dwayne Vanderby Yam
250 BEG
Randy Rios Yam
Timothy Jones Hus
Nick Redford Yam
OPEN BEG
Burke Tollstrup Mai
OPEN JR
Bill Angel Hus
Ran McKee CZ
Adrian Hernandez CZ
OPEN SR
Thad Tollstrup CZ

TT and
Short Track
Trojan Spdwy.
South Gate, Calif.
Nov. 1, 1973
by Gloria Simmons

100-125 TT JR
Ricky Simmons
Danny Payne
Robbie Weitgraven
100-125 TT SR
Don Wright
Mike Minig
Bob Young
100-125 F.T. JR
Robbie Weitgraven
Doug Davenport
Ruben Malaguenero
100-125 F.T. SR
Mike Minnig
Don Wright
Joe Monohan
175-200 F.T.
Elbert Turner
Jimmy Phillips
Larry Blackshea
100-125 TT JR
MAIN EVENT
Ricky Simmons
Danny Payne
John Parsons
Robbie Weitgraven
100-125 TT MAIN SR
Mike Minnig
Don Wright
Joe Monohan
TROPHY DASH TT
Mike Minnig
100-125 F.T. MAIN
Mike Minnig
Don Wright
Joe Monohan
175-200 F.T. MAIN
Elbert Turner
Jimmy Philips
Jerry Daniels

Motocross
Mini World
Racing Club
Saddleback Park
Oct. 28, 1973
by Gloria Simmons

STOCK DIV I
Brian Ward
James Bond
Scott Chambers
STOCK DIV II
Tony Cotta
Randy Bennett
Scott Webb
0-60cc
Ricky Smittle
John Miller
Rudy Dickenson
61-81cc
Tim Plutzennewter
Kevin McKay
Dennis Davis
61-81cc DIV II
Debbie Hughes
Jimmy Simmons
Randy Bennett
POWDER PUFF
Debbie Hughes
Pam Bennett
Chari Cotta
61-81cc EX
Steve Moore
Todd Peterson
Renee Payen
81-120 MINICYCLE
Todd Peterson
Jamie Oliver
Marty Miller
100-125 MOTORCYCLE
Joe Monohan
Renee Payen
Frand Numeyer

Flat Track
Corona Rcway.
Corona, Calif.
Oct. 24, 1973

MINI BIKE
Rudy Dickerson
Ron Hattendorf
Charlie Taylor
MINI CYCLE
Stock & Modified
NOV/AM/EX
Fred Armenta
Pat Richmond
Evan Evans
100 NOV
Jeff Wright
Debit Jones
Tracey Rowles
100-125 AM/EX
Mike Minnig
Robin Richey
Mike Tidwell
125 NOV
Frank Ridlon
Floyd Petton
Tim Richley
250 NOV
Steve Bankston
Kelly Morriston
Manuel Ontiveros
200-250 AM
Don Waffle
Bob Byars
Steve Stiemsma
250 EX
Dan McWhorter
Mike Tidwell
Terry Griner
OPEN NOV
Norm Blake
Darin Brett
Jeff Wiles
OPEN AM/EX
Bobby Butt
Mike Myers
Rex Hailey

Mini Speedway
Trojan Spdwy.
South Gate, Calif.
Oct. 30, 1973
by Gloria Simmons

PEE WEE
John Allred
Timmy Ray
Steveie Forester
1-3 HP
Rex Smith
Gary Goforth
Randy Bennett
0-81 BEG
11 & UNDER
Rodney Rainey
Kevin McKay
Rudy Dickenson
0-81 NOV
11 & UNDER
Derik Bland
Rex Smith
Debbie Hughes
0-81 EX
11 & UNDER
Pat Richmond
Shon Andersen
Jimmy Simmons
0-81 BEG
12 & OVER
Mark Burks
Jon Shafer
Jay Atkin
0-81 NOV
12 & OVER
Shawn McConnell
Jon Shafer
Robert Dilly
0-81 EX
12 & OVER
Joey Tucci
Steve Flatebo
Steve Moore
FLAT TRACK
11 & UNDER
Pat Richmond
Rex Smith
Shon Andersen
FLAT TRACK
12 & OVER
Steve Flatebo
Joey Tucci
Steve Moore

Nevada State Champ.
Hare & Hound
Searchlight, Nev.
Nov. 4, 1973
By Alice Rhea

OVERALL
Jim Fishback CZ
Jack Johnson Hys
Tom Smith Yam
Rex Frehner Suz
Bobby Davidson Yam
Dave LaPraik Yam
Chuck Rush Hus
Ben Maze Bul
Jerome Ruziska Yam
Ray Leavitt* Yam
Tim Burke Bul
Jack Orndoff Yam
Casey Perkins Hon
J. Cartwright* DKW
J.L. Wray Hus
Max Switzer Yam
Frank Gould Suz
NOV
Larry McCallYam Yam
*Amateurs

Flat Track
Corona Rcway.
Corona, Calif.
Oct. 31, 1973

MINI BEG
Rudy Dickinson
Bobby Root
Jim Flanagan
MINI COMB
Pat Richmond
Randy Bennett
Vince Ragsdale
100-125 NOV
Frank Ridlon
Pat Richmond
Dave Dunn
100-125 AM/EX
Mike Minnig
Steve Lyons
Mikd Tidwell
175-200 COMB
Hal Cheetwood
Rich Cunningham
Randy Hoggard
250 NOV
Jeff Allison
Kelly Morriston
Manuel Ontiveres
250 AM/EX
Don Waffle
Bob Byars
Al Glover
OPEN NOV/AM
Jeff Wiles
David Butt
Ronny Roderick
OPEN EX
Mike Myers
Robert Butt
John Allison

Half Mile
Corona Rcwy.
Corona, Calif.
Oct. 31, 1973

100 NOV
Bob Milner
Stan Kinsey
Dorothy Rowe
125 NOV
Dave Dunn.
Mike Bird
100-125 AM
Mike Minnig
Wayne Rainey
Randy Bird
100-125 EX
Mike Tidwell
Troy Fisher
Brian Haycock
250 NOV
Dale Reed
Chris Armstrong
Tim Bowers
250 AM
Al Glover
Dewey Seaver
Bob Byars
250 EX
Brian Garcia
Vince Mead
Mike Tidwell
OPEN NOV
Jeff Wiles
Chuck Howe
Wayne MacIntyre
OPEN AM
Denis Ray Porter
Vern Maxwell
Tony Everhart
OPEN EX
Nick Voge
Dick Lewis
Mike Myers
MONEY RACE
John Allison
Mike Myers

TT Scrambles
Corona Rcway.
Corona, Calif.
Oct. 24, 1973

MINI CYCLE
Stock & Modified
NOV/AM/EX
Fred Armenta
Pat Richmond
Dennis Woolridge
MINI OPEN
Jim Hall
Jeff Wright
Melani Evans
100 NOV
Mark Baldwin
Jeff Wright
Tony Popp
100-125 AM/EX
Wayne Rainey
Mike Minnig
Steve Baldwin
125 NOV
Floyd Petton
Greg Foster
Tim Richey
250 NOV
Tim Thibodeaux
Robert Gabler
Jerry Daniels
250 AM
Don Waffle
Bruce Reynolds
Bob Byars
250 EX
Dan McWhorter
Mike Tidwell
Terry Griner
OPEN NOV
R.G. Stone
David Butt
Kip Johnson
OPEN AM/EX
Brian Tolson
Rex Hailey
Jim Allison

Scrambles
Elsinore Raceway
Elsinore, Calif.
Nov. 3, 1973

MINI NOV
Shane Hawley Hon
Sean Ryan Hon
Scott Mount Ind
MINI AM/EX
Eddie Lawson Yam
MINI AM
Jay Bales Ind
100 NOV
Troy Ingolia Yam
Jay Bales Kaw
Dan McMillin —
100 AM
Paul McPherson Yam
Charles Summers Kaw
Lou Parker Yam
125 NOV
Steve Woskoski Yam
Sean Mitchel Hon
Harve Detwiher Yam
125 AM/EX
Mark Prescott YZ
Steve Miller Suz
Paul McPherson Hon
250 NOV
Ken Francis Yam
Gary Smith Yam
Kevin McHugh Hon
250 AM/EX
Bruce Reynolds Bul
Larry Bird Mon
Aaron Regan Yam
500 OPEN NOV
David Butt Yam
Roger Stagg CZ
John Koch Yam
SPEC NOV
Kevin McHugh Hon
Roger Stagg CZ
John Koch Yam
500 OPEN AM/EX
Mark Reichert Yam
Don Frauenberger Bul
Rod Sexton Yam
SPEC EX
Mark Reichert Yam
Rod Sexton Yam
Larry Bird Mon
SWEEP STAKES
Mark Prescott —

Enduro
Top 20
Dist. 36
Oct. 30, 1973

Jerry Jenkins 188
Hawley Slayton 134
Bob Marllarkey 121
John Noor 113
John Troutt 107
Glen Clinton 99
Ben Bower 98
Frank Showers 96
Ralph Hamilton 93
Don Cantaloupi 88
Vern Weldy 87
Jim Jenkins 84
John Krause 83
Marvin Hurlburt 82
Bob Keys 78
George Newson 74
Robert Rogstad 73
George Hendrix 67
Jim Newson 61
Gary Homes 61
Ralph Trotter 60

Motocross
Escape Country
Trabuco Cyn., Calif.
Nov 3, 1973

SUPER MINI 1st DAY
Brandon Byrne Yam
SUPER MINI BEG
Eric Hunter Hon
SUPER MINI NOV
Bill McCawdless Hon
MINI 1st DAY
Doug Reed Ind
MINI BEG
Dennis Kunkel Tor
MINI NOV
Bob Tryon Hon
100 1st DAY
Larry Whittaker Car
100 NOV
Matt Robinson Hod
100 INT
Mark Freeman Yam
175 1st DAY
Tony Acuna Yam
175 NOV
Mike McCluskey Bul
125 1st DAY
Mike Masterson Hon
Juan Crovlier Bul
Larry Nelson Yam
Ed Fairfield Hon
125 BEG
Guy Denton Suz
Dan Wiegel Suz
Bill Smith Kaw
125 NOV
Joe Boggio Suz
Jeff Lewey Hon
David Gower Suz
Norm Gomez Hon
125 INT
Fred Webb Hon
125 EX
Rick Hutchinson Yam
250 BEG
J. C. Gola Suz
Greg Fridell Oss
250 1st DAY
Meryl Minnier Hon
Dan Burkhart Suz
250 NOV
Doug Coburn Bul
Don Jarrin Mai
250 INT
Alan McCown Suz
250 EX
Mark Sullivan Hon
OPEN 1st DAY
Wendell Thompson Yam
OPEN BEG
Curt Tesch Kaw
OPEN NOV
Randy Sparks CZ
Randy Briggs CZ
OPEN EX
Chuck Minert BSA

Motocross
Escape Country
Trabuco Cyn., Calif.
Nov. 4, 1973

MINI 1st DAY
Lee Nygaard Hon
MINI BEG
Clete O'Brien Yam
MINI NOV
Tom Sawyer Suz
SUPER MINI 1st DAY
Allen Clark Yam
SUPER MINI BEG
Robert Nolan Hon
SUPER MINI NOV
Kenny Allen Hon
SUPER MINI INT
Bob Quintin Hon
100 NOV
Mark Detter Yam
Mark Lynch Hod
100 INT
Mark Freeman Yam
100 1st DAY
Guy Summrall Yam
100 BEG
Lance Fenagle Yam
Rex Kirkland Suz
125 1st DAY
Joe Doyle Hus
Pete Flotron Suz
Chuck Wang Suz
125 BEG
Dan Fritchle Hon
Don Fenaroli Hon
Gary Willens DKW
Billy Churchill Ric
Marty Morris Bul
125 NOV
Rob Roper Hon
James Dernth Hon
Phil Bailey Hon
David Gauer Suz
125 INT
Rick James Pen
250 1st DAY
Perry Love Yam
Johnny Barn Suz
Paul McCune Yam
David Moody Suz
250 BEG
Tom Cox CZ
Martin Baker Hon
Rick Murray Hon
Danny Underwood Hon
250 NOV
Steve Frickson Mon
Doug Silverstein Hus
Tom Garvis Bul
Rob Bernstein Bul
250 INT
Greg Heisler CZ
Mike Pelley Yam
250 EX
Jeff Jennings Hon
Richard Mullin Mai
John Petty Pen
OPEN 1st DAY
Larry Langway Bul
OPEN BEG
Fred Cline CZ
175 1st DAY
Don Rahner Yam
175 NOV
Terry Wonenberg Kaw
175 INT
Kelly Walker Suz
OPEN NOV
John Van Gaale CZ
Ted Temmigett CZ
OPEN INT
Brad Smith CZ
OPEN EX
Mike Payse Bul

CMC Road Race
Manning Racing
OCIR
Tustin, Calif.
Nov. 4, 1973

125 PROD
Frank Valderama Suz
Jim Lester Yam
Bob Credelius Kaw
200 PROD
John Chermak Yam
Steve McKennan Yam
Tyson Branyan Hon
250 PROD
Richard Barron Yam
Chuck Small Duc
Glenn Billings Yam
350 PROD
Rod Murufas Yam
Steve Lang Yam
Bruce Hammer Yam
500 PROD
Len Gilliland Kaw
Dick Kilgroe Kaw
Fred Walti Hon
OPEN PROD
John Stein Kaw
Art Friedman Kaw
Rod Murufas Yam
50 GP
Carl Allison Ital
Steve Zimmerman Ital
B. Kelly Vam
100 GP
Scott Forteville Kaw
James Wile Kaw
Bob Crecelius Kaw
125 EX
Kevin Stafford Yam
John Weed Yam
Jim Keys Yam
200 EX
John Volkman Yam
350 EX
Mike Devlin Yam
Mark Miller Yam
250 EX
Kevin Stafford Yam
John Volkman Yam
Dan Spisak Yam
OPEN EX
Mike Devlin Yam
Bob Endicott Hon
250 JR
Harry Klinzmann Yam
Will Solis Yam
Sam Birchill Yam
350 JR
Sam Birchill Yam
Alan Gingerelli Yam
Bryan Goyette Yam
200 JR
Jay Young Suz
John Chermak Yam
Steve McKennah Yam
125 JR
Harry Oswald Yam
James Vialovos Yam

AMC Motocross
O.C.I.R.
Tustin, Calif.
Nov. 4, 1973
by Bozo McGilicutty

OPEN EX
Jeff Szuber Yam
250 EX
Val Tamietti Hon
Morgan Malocco Yam
125 EX
Toby Taki Hon
Rick Wiseman Hon
OPEN BEG
Dave Schilling Suz
Pete Ketterhagen CZ
Dennis Sellers CZ
OPEN INT
John Miller Mai
Dave Orozco CZ
Ron Blackwood Hus
OPEN JR
Steve Szuber Yam
Greg Sexton Mai
OPEN NOV
Mike Halberstadt Hus
250 JR
Bob Brown CZ
Randy Schloe Bul
Mark Lauzon Hon
250 INT
Pete Smith Bul
Dave Martinez Kaw
Roger Dufer Yam
250 NOV
Scotty Wheeler Yam
DeWayne Stark Suz
Jim Ball Hus
250 BEG
Greg Wulff CZ
John Rawson Hon
Steve Medina Bul
100 BEG
John Gardener Yam
Mitch Maxwell Yam
Don Miller Yam
125 JR
Jerry Fanning Hon
Mark Elder Bul
Jeff Specht Hon
125 INT
Kevin Willis Hon
Mark Harrington Hon
Ron Palmer Hon
125 NOV
Dan Green Hon
Ronnie Rinden Hon
Bill Barnes Pen
MINI BEG
Dave Rasp Ind
Chris Carter Hon
MINI INT
Danny Van Auren Hon

BX
7th & Studebaker
Long Beach, Calif.
Nov. 3, 1973
By Scot Breithaupt

BEG I
Vince Jordan Mat
Chris Russell Mat
Mark Wassman Sch
BEG II
Doug Jorden Mat
Kevin Matz Sch
Brian Wassman Sch
NOV
Mike Lundin Scg
Russell Clark Suz
Frank Marchese Mat
INT
Paul Ritche Sch
Ed Walker Mat
Dan Denning Sch
EX
Scot Breithaupt Mat
Steve McKay Yam
Byron Trower Mat

BX
7th & Studebaker
Oct. 27, 1973
By Scot Breithaupt

PEE WEE
Mike Nryant Sch
Dave McCartney Sch
Mike Gentile Jnk
BEG
Chris Russell Mat
Kevin Cooper Sch
Vince Jordan Mat
NOV
Ed Walker Mat
Stan Hansen Yam
Jim Johnston Jnk
EX
Scot Breithaupt Mat
Byron Trower Mat

Speedway
Ascot Park
Gardena, Calif.
Nov. 9, 1973
by Tom Corley

SCRATCH MAIN
Bill Cody
Bill Gray
Mike Konle
HANDICAP MAIN
Jeff Sexton
Steve Gresham
Scott Sivadge
Bill Cody
Keith Tennis
Mike Konle
SCRATCH CONS.
Jeff Sexton
Bruce Penhal
Dubb Ferrell
Mark Cherry
HANDICAP CONS.
Troy McKee
Bruce Haserot
Bill Gray
McGill
Bruce Penhal
Guy Waterson

RESULTS

D-37 Motocross
Foothill Hawks M.C.
DeAnza Cycle Park
Nov. 4, 1973

125 NOV	
John Radcliffe	Mnk
Martin Griffin	Mnk
Claude Harris	DKW
125 AM	
Lee Jouglard	Pen
Frank Castro	Mnk
125 EX	
Danny Sanchez	Mnk
Jim Connolly	Bul
250 NOV	
John Kubat	CZ
Jim Turner	Hon
Dave Richmond	CZ
250 AM	
Frank Fitzgerald	Hus
Bob Bernier	CZ
250 EX	
Fred Griego	—
Mark Cook	—
500 NOV	
Alan Thompson	Yam
Ray Robinson	CZ
Scott Schafer	CZ
500 EX	
Troy Hollis	CZ
George Luther	CZ
500 AM	
Butch Brickner	Mai
George Elliott	Mai

CRC Motocross
O.C.I.R.
Tustin, Calif.
Nov. 3, 1973
by The Shadow

MINIBIKE	
Kurt Sofka Jr.	Yam
Vince Ragsdale	Hon
Donald Draskovich	Yam
POWDER PUFF	
Nancy Harris	Hon
Stacy Bell	Hus
100 BEG	
Jon Hewitt	Yam
Greg Barbacovi	Yam
Randy Sargent	Yam
125 BEG	
Dave Bergman	Pen
Ed Moore	Hon
Rick Clark	CZ
125 NOV	
Alan Smith	Hon
Gary Hoffman	DKW
Pat Baadilla	Suz
125 INT	
Rob Erwin	Yam
250 BEG	
Robert Trettin	Yam
Kurt Sofka Sr.	Yam
Rick Coburn	Bul
OPEN BEG	
Karl Kagler	Yam
Gary Grytten	CZ
OPEN NOV	
Lennie Garten	Suz
OPEN EX	
Mark Rodman	Yam

B.A.R.F. MX
Argyll M.C. Park
Dixon, Calif.
Oct. 20, 1973
by Reese Ultz

MINI JR	
Charles Daley	Hon
John Dossey	Hon
Neal Snarr	Hon
POWDER PUFF	
Linda Shatka	Rkm
Amy Johnson	Yam
Betty Glyer	Yam
OLD TIMERS	
Bob Gabbert	Hon
Buell Campbell	Mai
Billy Houston	Pen
100 NOV DIV I	
Daniel Brown	Hod
King Peeters	Hon
Don Cantaloupe	Stn
100 NOV DIV II	
Arnold Plant	Yam
Donald Franklin	Hon
Rick Sylvestri	Hod
125 NOV DIV I	
Lenny Goodrich	Hon
Mitch Lenz	Hon
Steve Young	Suz
Randy Okada	Hon
125 NOV DIV II	
Robin McKinney	Hon
Patrick Barrett	Hon
David Burnham	Hon
Tom Mayer	Suz
125 NOV DIV III	
Rocky McAllen	Hon
Mike Adloph	HOn
Quinn McGaffey	Suz
125 AM	
Stuart Bussert	Hon
Dennis Pyeatt	Hon
Mike Miller	Hon
125 EX	
Danny Turner	Pen
250 NOV DIV I	
Dennis Brand	CZ
Jerry Ebert	Hon
Scott Hickson	CZ
250 NOV DIV II	
John Putkey	CZ
Rick Timossi	CZ
Ronald Brozowski	Hon
250 AM	
Mike Hughes	Hus
Rudy Leon	CZ
Mike Barnett	Hon
250 EX	
Danny Turner	Pen
Russ Powell	Hon
Steve Snider	Mai
OPEN NOV DIV I	
Harry Bellicitti	Hus
Steve Wharff	Mai
John Geddis	Yam
OPEN AM	
Ted Rogers	Hus
Gregg Doran	B-S
OPEN EX	
Jeff Loff	Mai
John Diea	Yam
Keith Honea	Kaw

Motocross
Carlsbad Rcwy.
Carlsbad, Calif.
Nov. 11, 1973
by John Bethea

100 JR	
Kazumasa Kamo	Suz
Ben Francis	Hon
Kenneth West	Yam
125 JR DIV I	
Tom Settle	Hon
Jim Burton	Hon
David Nudwig	Hon
125 JR DIV II	
Mark Jarrari	Hon
Steve Genet	Hon
Dennis Curtis	Hon
250 JR DIV I	
Mark Armstrong	Yam
Jack McCormick	Yam
Howard Hamlin	Hon
250 JR DIV II	
Jerry Armstrong	CZ
Robbie Storres	Hon
Lyle Shroyer	CZ
500 JR	
Steve Cottrell	Hus
Greg Pierce	Suz
Ernest Henderson	CZ
125 INT	
Cliff Lett	Hon
Steve Bartley	Hon
John Smoot	Hon
250 INT	
Frank Fitzgerald	Hus
Toshiaki Kakamata	Suz
Don Bongiorno	Hon
500 INT	
James Russell	CZ
Steve Roach	CZ
Chuck Dickinson	CZ
125 EX	
Rick Sheren	Hon
Mike Bell	Hon
Billy Urban	Hon
Tommy Croft	H-D
Robert Elliott	DKW
Jef Harriott	Hon
Dave Eropkin	Hon
Jim Domann	Hon
Jeff Bunn	Pen
Bryan Dodge	Hon
250 EX	
Rex Staten	Mai
Dave Pessy	Hon
Jon Derhammer	Yam
Randy Myers	Bul
Danny McKee	Mon
Jason Yodogawa	Yam
Chip Howell	Hon
Marty Moates	Hon
Ray Topham	Bul
Dale Anderson	Bul
500 EX	
Rex Staten	Mai
Mike Yorba	Bul
Ted Weeks	Yam
Brent Foes	Yam
Greg Martin	Mai
Loren Hall	Mai
Paul McGill	Mai
Tom Darrah	Hus

Short Track
A.C.E. Indoor
Cloverdale, Wash.
Oct. 27, 1973
by A.Z.

LITTLE MINI	
John Christian	Hon
Kent Thompson	Yam
Barry Clark	Hon
SUPER MINI	
Brian Dahl	Hndk
Maurie Gammie	Yam
John Christian	Hon
POWDER PUFF	
Debbie Saenz	Ind
Maureen McDonald	Suz
Bonnie Cook	Suz
OLD TIMERS	
Dick Langlois	Mon
Bill Williams	Yam
Lee Landis	Yam
125cc	
Duane Hendrickson	Hon
Randy Skiver	Hon
Bill Williams	Yam
360cc	
Duane Hendrickson	Kwhd
Randy Skiver	Hon
Mike McClain	Bul

B.A.R.F. MX
Argyll M.C. Park
Dixon, Calif.
Nov. 4, 1973
by Reese Ultz

MINI JR	
Brad Brunns	Suz
Frank Lucero	Hon
Randy Luvalon	Hon
OLD TIMERS NOV	
John Dotson	Bul
Thomas Hughes	Yam
OLD TIMERS EX	
Johnnie Hall	BSA
Arley Anthony	BSA
100 NOV DIV I	
Rick Sylvestri	Hod
Martin Talbot	Yam
Ron Silvas	Hon
POWDER PUFF	
Lori Ritter	Suz
Amy Johnson	Yam
125 NOV DIV I	
Harry Bellicitti	Hon
Kevin Autrand	Hon
Dave Lincoln	Hon
125 NOV DIV II	
Bob Sullivan	Suz
Steve McCausland	Suz
Mike Mahoney	Hon
125 AM	
Rocky McAllen	Hon
125 EX	
Danny Turner	Pen
250 NOV DIV I	
Steve Cunningham	Mai
Brian Lozada	Hon
Larry Johnson	Hus
250 NOV DIV II	
Lou McGaffey	Hus
Vic Wooten	Suz
Ron Lancaster	Mon
250 AM	
Jim Nugent	Hon
250 EX	
Danny Turner	Pen
Jim Franklin	—
OPEN NOV DIV I	
Harry Bellicitti	Hus
Melvin Tremain	Hus
Greg Jenkins	Suz
OPEN NOV DIV II	
John Geddis	Yam
Allen Harris	CZ
Pat Chioroso	Yam
OPEN AM	
Dale Yarbrough	Mai
OPEN EX	
Dick Mann	BSA
Mark Peters	Mai

Flat Track
Corona Rcwy.
Corona, Calif.
Nov. 7, 1973

MINI	
Rudy Dickinson	
Bobby Root	
Wendy Flanagan	
MINICYCLE COMB.	
Fred Armenta	
Gordie Kidd	
Mike Lazzarotto	
100-125 NOV	
Frank Ridlon	
Jeff Allison	
Robert Edge	
100-125 AM/EX	
Mike Tidwell	
Tom Doty	
250 AM/EX	
Travis Petton	
Don Waffle	
OPEN NOV	
David Butt	
Dennis Saterfiled	

J. C. AGAJANIAN'S

Ascot

CMC - DOUBLE HEADERS

½ MILE & TT

NOVEMBER 16 & 23

½ Mile 250cc Cash, 5 lap main
½ Mile 200cc & Under Trophies, 3 lap main
TT 250 & 500 Combined Cash, 5 lap main
TT 125 and under Trophies, 3 lap main

$5.00 entry per class per rider
$3.50 pit pass (open to public)
$2.50 adults (Grand stands)
$1.00 children (Grand stands)

Any tires used for TT, Class C tires for ½ mile, CMC license required (available at pit gate for $2.00); $3,000 rider insurance.

5:00 Pits Open, 6:30 TT Practice, 7:00 ½ Mile Practice

18300 S. Vermont, Gardena, California

J.C. AGAJANIAN'S Ascot

SAVE $1.00

Clip this coupon from Cycle News and bring to box office for $1.00 discount on any adult admission at any Ascot CMC motorcycle event. Bring a friend and save $2.00. Offer expires Nov. 23

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Want your mother to know what you're doing — give her a gift subscription to Cycle News — sure beats writing letters

TROPHY PICKUP

Each listing $1.00 per week
Send to Cycle News
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Long Beach, Ca.
90801

Triple Trophy Party, Nov. 16. Desert Daisy's — Jackrabbitts — Desert Turtles. 3 times trophys. 3 times the beer, 3 times the fun. Live band 8:00 start. Directions: Long Beach Frwy. to Alondra, go west to Atlantic, south on Atlantic under the Frwy., right on Sportsman Dr. to Compton Hunting & Fishing Club. 1625 Sportsman Dr., Compton. (45)

MOTORCYCLE SPECIALTIES

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REGULARLY SCHEDULED EVENTS

Attention Promoters!
For listing here send copy and check for 5 issues ($25.00) to Cycle News, Box 498 Long Beach, Ca. 90801
(213) 427-7433
Attn: Advertising Dept. Reg. Sched. Events. Deadline for copy & payment every Wed. 5 pm.

Every Fri. MX Sat. Short Track & TT
El Toro Speedway, Motocross all classes. Night time racing. Open at 5 p.m. Practice 6, race 7. Admission $1.50, 1st Entry $4.00, 2nd Entry $2.00. UNDER NEW MANAGEMENT. Off at El Toro off ramp, west on south side of fwy.

Every Sat.
Moreno Valley M.C. Motocross all classes, 100% pay back to Experts with $10.00 post. Gate $2.00, Entry $4.00. Sign in 7:30, Race 9:00. 33% Trophies. De Anza Cycle Park, 5 miles east of Sunnymead on U.S. 60. Take Theodore off ramp to Ironwood and follow signs. Info: (714) 653-2633.

Every Sat. Night
Elsinore Raceway TT Scrambles. Gates open 4 p.m., sign up 5 to 7:30. Practice 6:30, race 8. Admission $1.50. Race $2. Camping Free. Sunday Practice $1 per bike, silencers required. (714) 826-2386.

1st & 3rd Sundays
Motocross, Lake Dolores, approx. 15 mi east of Barstow off Las Vegas Fwy., I-15, take Minneola off ramp. Limed. 8 am sign-up, 10 am race. 3rd Sunday 100% Payback to pro class riders, $10 entry. 33% Gold to Jr & Sr class. $3.25 ride, $1.50 & .75 watch. Primitive camping. Swimming, finishing for info: (714) 257-3315 or (714) 252-2070.

Reach Out Rialto MX
(Every third Sunday of the month.) Junior and Expert races. See poster and pick up entry forms at your favorite Bike Shop. For further info. call: (714) 874-4422 or (714) 874-0743.

For Display advertising rates write or call. (213) 427-7433 or 636-8844.

CALENDAR

Calendar listings are a free CN service. Information, changes, and cancellations are the sole responsibility of the promoters...check on an event before going. All calendar info must be in writing and at CN by noon Thursday for the next issue. Send to CYCLE NEWS CALENDAR Box 498, Long Beach, Ca. 90801.

Wednesday, Nov. 14

FLAT TRACK & TT
Corona Rcwy., Corona, Ca. Gates open 5 p.m, first race 7:30. 714/735-1705.

November 14-16

SEMA SHOW
Anaheim Convention Center, Anaheim, Cal. MC accessories and equip. 213/659-2145.

Thursday, Nov. 15

TT & FLAT TRACK
Trojan Spdwy., 5601 Southern Ave., South Gate, Ca. 90280. 100; 125; 175; 250. Sign 6-7:30 p.m. 213/861-4324 or 213/923-9132.

MOTOCROSS
Beg; Jr; Int; Mini. Corona Rcwy., Corona, Ca. Open 5 p.m., prac 6, race 7:30.

Friday, Nov. 16

ORANGE BOWL MX
Orange Cty. Int. Rcwy., Irvine, Cal. Sign 'till 6:30, prac 6-7, race 7:30. New course. 714/544-6420 or 714/979-9233.

D-36 SCRAMBLES
Fremont Rcwy., Fremont, Cal. Gates open 3:30 pm, prac 5, race 6:30. Silen. rqd. 415/327-4461.

INDOOR SHORT TRACK
San Jose Frgnds., San Jose, Ca. Sign 'til 6:30 p.m, prac 5:30, race 7. Sil., K. but. rqd. 415/327-4461.

D-31 MOTOCROSS
Arizona Desert Rcwys., 30 mi. SW of Phoenix on Hwy. 80, follow signs from Liberty, AZ. Start 8:30 a.m. Beg; Nov; Am; Ex; PP. Mini; OT, cash to Ex. $50 1408 E. Granada, Phoenix, AZ 85006. 602/252-1900.

MOTOCROSS
Owyhee MC, Boise, Idaho. Follow signs from end of Harrison Blvd. Camping. 208/375-6863 or 208/344-3041.

CMC OPEN TT & HALF-MILE
Ascot Park, 18300 Vermont, Gardena, Ca. 90247. 8:30 p.m. 213/321-1610 or 213/323-9710.

NIGHT MX
El Toro Spdwy., San Diego Frwy. to El Toro Rd., R on Carlotta 1 mi. past Leisureworld. Sign 5:30, prac 6, race 7 p.m. 714/534-9323.

MOTOCROSS
Corona Rcwy., Corona, CA. Jr/Int/Ex. Open 5, prac 6, race 7:30.

CMC MOTOCROSS
Irwindale Rcwy., Irwindale, Cal. Sign by 6:30 pm, race 7:30. CMC only.

NMA MINI CROSS
Indian Dunes Park, Valencia, Ca. Minibike track. Sign 6-7:30 p.m. 805/259-8000.

CRC NIGHT MX
Indian Dunes Park, Valencia, CA. Prac. 6:30 p.m., first race 8 p.m. 213/830-7519 or 714/688-1291

Saturday, Nov. 17

NRA MOTOCROSS
Indian Dunes, Valencia, Cal. Prac 8, race 9:30 am. 714/688-1291 or 805/259-8000.

MOTOCROSS
Escape Country, Trabuco Cyn., Ca. Open 7 a.m., prac 8, race 9. New course. 714/586-7964.

D-36 SHORT TRACK
Glenn Cnty. Frgds., Orland, Ca. Gates open 5 p.m., prac 6:30, race 8. Aragon MC. 415/454-5668.

BX POINT SERIES
Studebaker & 7th, Long Beach, Ca. Point series determines 1974 numbers. Winners get bikes, tires, etc. Prac 11 a.m., race 12 noon. 60 cents entry. 30% brass. 213/597-0478 (ask for Scott)

TT SCRAMBLES
Perris Rcwy., Perris, Cal. Sign up ends 7:30 PM. Silen. rqd. No Memb. Limited entries due to curfew. 714/657-3678.

TT SCRAMBLES
Elsinore Rcwy., Elsinore, Cal. Sign 5-7:30, prac 6:30, race 8 PM. Silen. rqd. Free camping. 714/826-2386.

MOTOCROSS
Moreno Valley MC, DeAnza Park, 10 mi E of Riverside, Cal. on US 60, Theodore exit. Sign 7:30, race 9 AM. 714/735-1301.

D-36 AMATEUR SCRAMBLES
3800 Depot Rd., Hayward, Cal. Sign 4-6 pm, prac 4-5:45, race 7:30 pm. Silenc. rqd. 415/276-9085.

FABULOUS FUN MX
Carlsbad Rcwy., Carlsbad, Cal. Gate opens 7 am. No mail entry. 714/832-4555. AMC

SHORT TRACK & TT
El Toro Spdwy, San Diego Frwy. to El Toro Rd., Rt on Carlotta 1 mi. past Leisureworld. Sign 5:30, prac 6, race 7. 714/534-9323.

SUPER FUN MX
Saddleback Park, Irvine, Cal. Gate opens 7:39 am. 714/557-9243.

CRC NIGHT MX
Orange Cnty. Int. Rcwy., Tustin, Ca. Prac 6-7, race 7:30. No memb. 714/688-1291 or 213/830-7519.

D-36 INDOOR SHORT TRACK
Orland Frgds., Orland, Ca. Prac. 6 p.m., race 8. Aragon MC. 415/454-5668.

B.A.R.F. SEMI PRO MX
Sunnyvale P.A.L. track, Mathilda Ave. N of Alviso Rd. in Sunnyvale, Ca. CMC license rqd. Prac 7:30, race 9 a.m. 415/657-0751.

MX SCHOOL
Indian Dunes Park, Valencia, Ca. 9 a.m. to 4 p.m. $15 entry. Pro MX teacher Russ Darnell instructs. Money back improvement guarantee. Powder puffs welcome. 213/367-1722.

November 17-18

CSH CUSTOM SHOW
Earl Warren Show Grnds., Santa Barbara, Ca. Custom bikes & cars. 213/588-1934.

November 17-20

GRAN CARRERA DE MOTOCICLISMO
Giant motorcycling weekend by Motorcycle Assn. of Sonora, Mexico. Clubs invited. Contact: Rodolfo Soto, Yanez 167y6TA. Privada de Yanez, Colonia Model, Hermosillo, Sonora, Mex. Phone 3-74-62 or 3-34-03.

Sunday, Nov. 18

HRA TT & HALF MILE
395 Cycle Park, Adelanto, Ca. No memb. Sign 8:30-9:30 a.m. 25% brass. 714/246-6109 or 714/245-1246.

D-27 POKER RUN
Gray's Harbor, Washington. Hoquiam Ramblers MC, Box 2241, Hoquiam, WA. 98550. 206/532-5282.

NRA MOTOCROSS
Indian Dunes, Valencia, Ca. Cash payback, 30% brass same day. International track, 714/688-1291, 805/259-8000.

D-36 MOTOCROSS
Int. 5 to Corning exit, W 7 mi to track. Sign 7 a.m., prac 10, race 11. Sil., K. But., 3 plates. 824-5675 or 824-3851. Corning MC, Corning, Ca.

D-36 WINTER SCRAMBLES
Altamont Speedway, turn off Hwy. 580 at Grantline Rd. btwn. Tracy & Livermore. Knobby trac. Sign 8 a.m., prac 9, race 11. 209/537-6206.

D-37 HARE & HOUND
Red Mountain, Ca. Limed from Red Mnt. 10 a.m. start. Live turkey chase after race. 6329 Denny, N. Hollywood, Ca. 91606. 213/980-0227.

AMA PRO SHORT TRACK
Lancaster Championship. Lancaster Valley Fair Grounds, Lancaster, Ca. 213/875-1414.

AMC MOTOCROSS
Orange Cnty. Int. Rcwy, 2 ft. trophies. 714/832-4555.

B.A.R.F. SEMI PRO MX
Argyll Cycle Park, 13 mi. S of Dixon, Ca. on Hwy. 113. Prac 7:30, race 9 a.m. CMC license rqd. 415/657-0751.

MOTOCROSS
Fly-N-Raceway, Thermal Airport, from Indio take Hwy. 86 S toward Thermal, left on Airport Blvd. Sign up 7 a.m., start 9. All classes, team race, 2 ft brass. 714/347-3185 or 714/398-0845.

MOTOCROSS
Fairgrounds, Phoenix, Arizona. All-pro series. Covered grandstands. Sunshine promotions, Inc., 38 W. Vernon, Phoenix, Az. 85003.

D-36 HARE SCRAMBLES
Wilseyville, Ca. Polka Dots MC. Blue plate point race. Muff/spk. arr. rqd. 916/925-4788 or 916/991-5780 or 916/988-4916. Mail entries close Nov 4, $6 to 2412 Salix Wy., Sacramento, Ca. 95825.

Y-AMA MOTOCROSS SERIES
West Capitol Rcwy., Sacramento, Ca. Minibikes and minicycles only. Sign 8:30-9:30 a.m., prac 9-10, race 10. Sacramento MC Riders Assn.

MOTOCROSS
Escape Country, Trabuco Cyn., Ca. Open 7 a.m., prac 8, race 9. New course. 714/586-7964.

MOTOCROSS
Muntz Cycle Park, Moorpark, Ca. 805/529-9546,

D-27 MX
Tenino Spdwy., 9 mi. N of Centralia, Wash. 206/273-5822.

D-28 MX
Portland Int. Rcwy, W. Delta Park, 503/223-3743.

D-31 MX
Az. Desert Rcwy, 30 mi SW of Phoenix, Az. Az. Desert Racing Assn., 1408 E. Granada, Phoenix, Az. 85006. 602/252-1900.

D-37 TT SCRAMBLES
Elsinore Rcwy., Elsinore, Ca. At Lugona & Hwy 71. Sign 8-9 a.m. Sandak. 714/870-5220 or 714/826-2386.

MOTOCROSS
Race track Lopez Mateos, 1 mi. from Mexicali on Mexicali to Tijuan Rd. Prac 10 a.m. 100; 125; 250; Open classes. Red Cross benefit. Morelos St. 457, Mexicali, B.C. Tels. 2:8088 — 2:9317.

D-37 MOTOCROSS
De Anza Cycle Park, 10 mi E of Riverside on U.S. 60, Theodore exit. Bushmasters MC, Box 921, Banning, Ca. 92220. $5 mail, $8 post. 714/849-8393.

SCRAMBLES
Woodland Winter Track, Woodland, Wash. 5 mi. E of Woodland on Hwy. 503. Prac noon, race 1 pm. 100; 200; 250; 500. 206/225-3281.

MOTOCROSS
Santa Clara PAL Center, Lafayette & Hwy 237. Santa Clara, Ca. Dirt Riders Assoc. Sil. rqd. 262-0387.

D-37 CAL STATE 100 ENDURO
Lucerne Valley, Cal. Mail $6.50 and 2 SASE to DC MC, 1133 Sierra Ave., Santa Ana, CA. 92207. 714/557-0754.

MOTOCROSS
Lake Dolores, 15 mi E. of Barstow on I-15, Minneola exit. Sign 8 a.m., race 10. Brass same day, 100% Exp. pb. 714/252-2553 after 5 week nights.

MOTOCROSS
Rialto Reach Out MX, Rialto, Cal. Jr., Ex. races. Pick up entry forms at your friendly neighborhood dealer. Info: 714/874-4422 or 714/874-0743.

CMC MX
Saddleback Park, Irvine, Ca. Prac 7:30, race 9 a.m.

MOTOCROSS
Rawhide Park, Elsinore, Ca. All classes. Race 9 a.m. 213/921-5466 or 714/689-0871.

TT SCRAMBLES
Elsinore Rcwy., Light... MC. CANCELLED

TRANS AMA MX
Puyallup Raceway Park, Puyallup, Wash. 206/631-1550.

D-27 HARE & HOUND
14 mi N of White Salmon, Wa., Hwy. 14. Drifters MC, Box 1033, White Salmon, Wa. 98672. 493-2663.

CRRA MOTOCROSS
Yuma Cycle Park, 1 mi E of Yuma, Ari. on US 95. Box 5563 Yuma, Ari. 85364. Open 7 a.m., race 9. 602/726-0532 (night).

DRA HARE SCRAMBLES
Limed 17 mi N of Adelanto on Hwy 395 right side. 2-25 mi loops. 10 a.m. start. See ad this section. 714/373-4647.

D-27 MOTOCROSS
Hi-Side Park, Bremerton, WA. Bremerton Cruisers MC, Box 66, Manatee, Sta., Bremerton, Wa. 98310. 373-7444.

D-35 MX
Lake Madera, Ca. Explorer Post 305, 1832 Paul, Madera, Ca. 93637. 209/674-4042.

D-35 SCRAMBLES
Delano, Ca. North Kern MC, 518 Ebell St., McFarland, Ca. 93250. 805/849-2689.

TT SCRAMBLES
De Anza Cycle Park, Sunnymead, Ca. Sign 8:30-10 a.m, prac 9:30, race 10:30. Sil. rqd. By TJE. Classes for everyone.

CRC MOTOCROSS
Carlsbad Int. Rcwy., Carlsbad, Ca. No mail entry. Gates open 7 a.m., prac 8 a.m, race 9:30 a.m. 714/688-1291 or 213/830-7519. See ad this section.

AME MOTOCROSS
Rawhide Cycle Park, Elsinore, Ca. 213/675-1922 1-6 pm M-F. See ad this section.

Tuesday, Nov. 20

FLAT TRACK
Owyhee MC, Boise, Idaho. Follow signs from end of Harrison Blvd. Race 8 PM. Camping. 208/375-6863 or 208/344-3041.

MINIS
Trojan Spdwy., 5601 Southern Ave., South Gate, Ca. 90280. All classes. Gates open 6 p.m, prac 6:30, sign till 7:30 sharp. 213/923-9132 or 213/861-4324.

ANNUAL THANKSGIVING RIDE
Tentative date. To be held around Cantral Sonora, Baja California, Mex. Send SASE to 583 Mira Vista, Oakland, Ca. 94610 by Nov. 10 for info. 415/893-6647.

Wednesday, Nov. 21

FLAT TRACK & TT
Corona Rcwy., Corona, Ca. Gates open 5 p.m, first race 7:30. 714/735-1705.

November 21-25

CYCLEXPO
Los Angeles Convention Center. Info from 9777 Wilshire Blvd., Beverly Hills. Ca. 90212.

Thursday, Nov. 22

TT & FLAT TRACK
Trojan Spdwy., 5601 Southern Ave., South Gate, Ca. 90280. 100; 125; 175; 250. Sign 6-7:30 p.m. 213/861-4324 or 213/923-9132.

MOTOCROSS
Beg; Jr; Int; Mini. Corona Rcwy., Corona, Ca. Open 5 p.m., prac 6, race 7:30.

Friday, Nov. 23

NIGHT MX
El Toro Spdwy., San Diego Frwy. to El Toro Rd., R on Carlotta 1 mi. past Leisureworld. Sign 5:30, prac 6, race 7 p.m. 714/534-9323.

NMA MINI CROSS
Indian Dunes Park, Valencia, Ca. Minibike track. Sign 6-7:30 p.m. 805/259-8000.

ORANGE BOWL MX
Orange Cty. Int. Rcwy., Irvine, Cal. Sign 'till 6:30, prac 6-7, race 7:30. New course. 714/544-6420 or 714/979-9233.

MOTOCROSS
Owyhee MC, Boise, Idaho. Follow signs from end of Harrison Blvd. Camping. 208/375-6863 or 208/344-3041.

CMC MOTOCROSS
Irwindale Rcwy., Irwindale, Cal. Sign by 6:30 pm, race 7:30. CMC only.

MOTOCROSS
Corona Rcwy., Corona, CA. Jr/Int/Ex. Open 5, prac 6. race 7:30.

REPUDIATION DAY
Good day to repudiate.

CALENDAR

SCRAMBLES
Fremont Rcwy., Fremont, Ca. Gates open 3:30 p.m., race 5, race 6:30. Sil. rqd. 415/327-4461.

CRC NIGHT MX
Indian Dunes Park, Valencia, CA. Prac. 6:30 p.m., first race 8 p.m. 213/830-7519 or 714/688-1291 or 805/259-8000.

CMC OPEN TT & HALF-MILE
Ascot Park, 18300 Vermont, Gardena, Ca. 90247. 8:30 p.m. 213/321-1610 or 213/323-9710.

November 23-25

Y-AMA NATIONAL CHAMPIONSHIPS
Motocross. Arizona Desert Rcwys. 30 mi. SW of Phx. on Hwy 80, signed from Liberty, Az. Write for schedule, 1408 E. Granada, Phoenix, Az. 85506. 602/252-1900.

Saturday, Nov. 24

MOTOCROSS
Escape Country, Trabuco Cyn., Ca. Open 7 a.m., prac 8, race 9. New course. 714/586-7964.

D-36 INDOOR SHORT TRACK
Orland Frgds., Orland, Ca. Prac. 6 p.m., race 8. Aragon MC. 415/454-5668.

SHORT TRACK & TT
El Toro Spdwy., San Diego Frwy. to El Toro Rd., R on Carlotta 1 mi past Leisureworld. Sign 5:30, prac 6, race 7. 714/534-9323.

BX POINT SERIES
Studebaker & 7th, Long Beach, Ca. Point series

INDOOR SHORT TRACK
San Jose Frgnds., San Jose, Ca. Sign 'til 6:30 p.m, prac 5:30, race 7. Sil., K. but. rqd. 415/327-4461.

INDOOR SHORT TRACK
Benton Cnty. Frgds., Corvallis, Oregon, btwn. Eugene & Salem on Hwy 99. Prac 7 pm, race 8 pm. 1/8 mi. dirt track. Sportsmen. 503/753-1023 or 503/753-4581.

CMA INDOOR FLAT TRACK
Surrey Frgds., Cloverdale, B.C. Canada. 125; 250; Mini; PP; OT. 604/321-1524.

D-36 AMATEUR SCRAMBLES
3800 Depot Rd., Hayward, Cal. Sign 4-6 pm, prac 4-5:45, race 7:30 pm. Silenc. rqd. 415/276-9085.

FABULOUS FUN MX
Carlsbad Rcwy., Carlsbad, Cal. Gate opens 7 am. No mail entry. 714/832-4555. AMC

MOTOCROSS
Moreno Valley MC, DeAnza Park, 10 mi E of Riverside, Cal. on US 60, Theodore exit. Sign 7:30, race 9 AM. 714/735-1301.

TT SCRAMBLES
Perris Rcwy., Perris, Cal. Sign up ends 7:30 PM. Silen. rqd. No Memb. Limited entries due to curfew. 714/657-3678.

TT SCRAMBLES
Elsinore Rcwy., Elsinore, Cal. Sign 5-7:30, prac 6:30, race 8 PM. Silen. rqd. Free camping. 714/826-2386.

NRA MOTOCROSS
Indian Dunes, Valencia, Cal. Prac 8, race 9:30 am. 714/688-1291 or 805/259-8000.

BARSTOW TO VEGAS
Hare & Hound. Limed 15 mi. E of Barstow, Cal. Mail entry closes 11-15. 2 SASE to San Gabriel Valley MC, 16217 Santa Bianca Dr., Hacienda Heights, Ca. 91745. 213/330-7756. They didn't say how much it cost.

SUPER FUN MX
Saddleback Park, Irvine, Cal. Gate opens 7:39 am. 714/557-9243.

CRC NIGHT MX
Orange Cnty. Int. Rcwy., Tustin, Ca. Prac 6-7, race 7:30. No memb. 714/688-1291 or 213/830-7519.

November 24-25

PACIFIC CHAMP. TRIALS
Third round. Hollister Hills Park (Harris Ranch) Hollister, Ca. Sat. all classes but Ex., Sun Ex. only. Entry $4. P.I.T.S., 2771 El Camino Real, Redwood City, Ca.

Sunday, Nov. 25

MOTOCROSS
Escape Country, Trabuco Cyn., Ca. Open 7 a.m., prac 8, race 9. New course. 714/586-7964.

MOTOCROSS
Rawhide Park, Elsinore, Ca. All classes. Race 9 a.m. 213/921-5466 or 714/689-0871.

CMC MOTOCROSS
Carlsbad Int. Rcwy., Carlsbad, Ca. Sign 6:30-8:30 a.m., race 9. Camping.

WINTER SCRAMBLES
Pioneer Arena, 9600 Pioneer, Oakdale, Ca. Sign 8 a.m., prac 9, race noon. Open trac. 209/869-1457.

D-28 MX
Grand Ronde Racing, Box 121, Grand Ronde, OR 97347. 503/879-2593.

D-28 MX
Hevetia, Or. Slow Spokes MC, Box 5025, Aloha, Or. 97005. 503/649-3541.

D-27 MOTOCROSS
Puyallup Rcwy. Park, Box 506, Kent, Wash. 98031. 206/631-1550.

MWRC TT SCRAMBLES
Saddleback Park, Irvine, Ca. Mini; 100; 125 only. Gladys Bennett. 714/552-7643.

D-37 TT SCRAMBLES
395 CYCLE PARK, ADELANTO, CA. TT MC. Sign 8:30-9:30 a.m. 714/246-6109 or 714/245-1246.

CRA MOTOCROSS
De Anza Cycle Park, 6 mi. E of Sunnymead, Ca. on US 60, Theodore exit. No memb. Sign 7 am, race 9am. 714/849-8481.

MOTOCROSS
Fairgrounds, Phoenix, Arizona. All-pro series. Covered grandstands. Sunshine promotions, Inc., 38 W. Vernon, Phoenix, Az. 85003.

AFM ROAD RACE
Ontario Motor Spdwy., Ontario, Ca. Open 7 a.m., prac 8:30, new rider sign up closes 8:15 a.m. AFM-LA Chapter, 2039 Milan Ave., S. Pasadena, Ca. 91030. 714/675-2153.

100 MILE HARE SCRAMBLES
Hermiston, Oregon. Int. 80 N to Umatilla Army Ordance Depot Exit, follow signs. 11 a.m. start. Four 25 mile loops. Blue Mtn. MC. 503/922-3855.

D-36 MOTOCROSS
Argyll Cycle Park, Dixon, Cal. Sign 6:30, prac 8, race 9:30. 916/481-6560 24 hr.

COCA-COLA GRAND PRIX FLAT TRACK SERIES
Seattle Int. Rcwy. Scrambles Track, 4 mi E of Auburn off Hwy. 18. Open 9 a.m., prac 10, race 11. AMA sanctioned. NMA points. 206/631-1550

AME MOTOCROSS
Muntz Cycle Park, Moorpark, Ca. Sil. rqd. Gates open 6:30, prac 8, race 9 a.m. AME, 13004 S. Washington, Hawthorne, Ca. 90250. 213/675-1922 M-F 1-6 p.m. See ad this section.

MOTOCROSS
Edwards AFB, Ca. Take Rosamond Blvd. in Rosamond, Ca., to Forbes Ave., L for 4 mi. Sign 8, prac 9, race 10. Desert Wheels MC. 805/258-4025.

D-36 BLUE PLATE MX
T-Car Spdwy., Carson City, Nev. Sign 6 a.m, race 9. 702/882-5030.

AFM RR
Ontario Motor Spdwy., Ontario, Ca. Sign 'till 8:15 a.m., prac 8:30. AFM, 1810 Fair Oaks Ave., S. Pasadena, Ca. 91030.

ITA TRIALS & SCHOOL
Saddleback Park, Irvine, Cal. Sign 9, school 10, comp. 12 noon. 714/639-6470.

CRC MX
Indian Dunes, Valencia, Calif. Info: 714/688-1291. Beg; Nov; Int; Sr; Mini; Old; PP; young. No membership required.

TRANS AMA MX
Carnegie Cycle Park, I-580 btwn. Livermore & Tracy, Cal. 415/447-9027 or 415/581-1256.

D-35 MOTOCROSS
Nas LeMoore, Ca. Big Valley MC, 248 Coronado, Nas LeMoore, Ca. 998-6127.

D-35 SCRAMBLES
Hwys. 65 & 190, Ca. Porterville Spinners, Box 1843, Porterville, Ca. 93275. 209/784-4564.

D-36 MOTOCROSS
T-Car Spdwy., Carson City, Nev.

D-27 HARE & HOUND
14 mi N of White Salmon, Wa., Hwy. 14. Drifters MC, Box 1033, White Salmon, Wa. 98672. 493-2663.

DRAWING
For D-37 Enduro to be held Dec. 2. Cal. Camper Cushion Co., 4925 Santa Anita, Temple City, Ca. 91780. 8 p.m. 213/287-9871.

Tuesday, Nov. 27

MINIS
Trojan Spdwy., 5601 Southern Ave., South Gate, Ca. 90280. All classes. Gates open 6 p.m, prac 6:30, sign till 7:30 sharp. 213/923-9132 or 213/861-4324.

FLAT TRACK
Owhyee MC, Boise, Idaho. Follow signs from end of Harrison Blvd. Race 8 p.m. Camping. 208/375-6863 or 208/344-3041.

Wednesday, Nov. 28

FLAT TRACK & TT
Corona Rcwy., Corona, Ca. Gates open 5 p.m, first race 7:30. 714/735-1705.

Thursday, Nov. 29

MOTOCROSS
Beg; Jr; Int; Mini. Corona Rcwy., Corona, Ca. Open 5 p.m., prac 6, race 7:30.

TT & FLAT TRACK
Trojan Spdwy., 5601 Southern Ave., Southgate, Ca. 90280. 100/125/175/250. Sign 6-7:30 p.m. 213/861-4324 or 213/923-9132.

Friday, Nov. 30

NIGHT MX
El Toro Spdwy., San Diego Frwy. to El Toro Rd., R on Carlotta 1 mi. past Leisureworld. Sign 5:30, prac 6, race 7 p.m. 714/534-9323.

SCRAMBLES
Fremont Rcwy., Fremont, Ca. Gates open 3:30 p.m., race 5, race 6:30. Sil. rqd. 415/327-4461.

CMC MOTOCROSS
Irwindale Rcwy., Irwindale, Cal. Sign by 6:30 pm, race 7:30. CMC only.

MOTOCROSS
Corona Rcwy., Corona, CA. Jr/Int/Ex. Open 5, prac 6, race 7:30.

CRC NIGHT MX
Indian Dunes Park, Valencia, Ca. Prac 6:30 p.m., race 8. 213/830-7519 or 714/688-1291 or 805/259-8000.

ORANGE BOWL MX
Orange Cnty. Int. Rcwy., Irvine, Ca. Sign 'till 6:30, prac 6-7 p.m., race 7:30. New course. 714/544-6420 or 714/979-9233.

MOTOCROSS
Owyhee MC, Boise, Idaho. Follow signs from end of Harrison Blvd. 208/375-6863 or 208/344-3041.

NMA MINI CROSS
Indian Dunes Park, Valencia, Ca. Minibike track. Sign 6-7:30 p.m. 805/259-8000.

Saturday, Dec. 1

SHORT TRACK & TT
El Toro Spdwy., San Diego Frwy. to El Toro Rd., R on Carlotta 1 mi past Leisureworld. Sign 5:30, prac 6, race 7. 714/534-9323.

CRC california racing club
membership not required

Motocross

40% trophies awarded same day. Results after each moto. Tape recorded scoring. No mail entries. Gates open — 7:00, Practice — 8:00, 1st Race — 9:30.

Fun For The Whole Family

NOVEMBER 18 — CARLSBAD
NOVEMBER 25 — INDIAN DUNES
DECEMBER 2 — RAWHIDE
DECEMBER 16 — CARLSBAD

BEGINNERS — NOVICE — INTERMEDIATE — EXPERT — MINI — POWDER PUFF
SCHOOL BOY CLASS (under 16 yrs old) — OLDTIMERS
(714) 688-1291 (213) 830-7519

CRC california racing club
membership not required

FRIDAY NIGHT MOTOCROSS INDIAN DUNES

Results after each moto
20% Trophies same night
Longer motos. Practice 6:30
1st Race 8
Cash Payback to Experts

CRC 213 830-7519
714 688-1291
805 259-8000

NLL presents
DUAL MEET
*noon, Sat, Dec. 15
TEAM SCRAMBLES
You & a friend, alternate laps
Approx. 80 miles, 15 mile laps
$7.00 post, Grand Prix Finish
*Sun, Dec. 16
FAMILY ENDURO
approx 2-30 mile loops
Mini-P.P.-1 loop only-100% Trophies
$7.00 mail-$8.00 post
Mail deadline Dec. 10, send 2 SASE
All Classes plus Special Classes

12 miles past Red Mtn., north on 395, East on Trona Rd.
20% Trophies and Finisher Pins
Beg — Nov — Ex — under 16 — +35

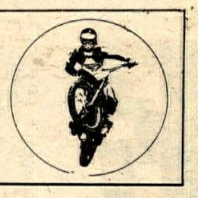
NLL 3212 Melanie, Norco, Ca 91760
Info: 714-737-4337

DRA Desert Racing Assoc. Presents
2x25 A HARE SCRAMBLES 2x25
Beg., Nov., Am., Ex.
November 18
20% Trophies — Finisher Pins
DRA Points — Sign Up Sat. & Sun. a.m.
Start @ 10:00 a.m. Arrive Early
Limed 17 miles No. of Adelanto on Hwy 395 right side
S.C.A.T. Radio — 4/Wheel Ambulance, Catering, Photo's
714-373-4647

ENDURO
SANTA CLAUS ENDURO
DECEMBER 9
LUCERNE VALLEY
100% Finisher Trophies (12" min.)
TOP 10% Each Class
Receives Super 30" Trophies
All Family type teams, A, B & C riders
1st loop easy — 2nd loop challenging
Add $1.00 for 3 man team
Send $8.50 plus 2 legal SASE to:
CRC, 6625 Dorinda
Riverside, Calif. 92503
$10 Post Entry
No Membership Required
CRC 714-688-1291

INDIAN DUNES PARK
600 acres — hills, streams, sand
Family riding 7 days
7am 'til dark
Moto-X Races every Sunday
2 miles west of Interst. 5 on Hwy 126 at Castaic
(805) 259-8000

AMC - MX at CARLSBAD
Every Saturday
3-20 Min motos
no membership
info 714-832-4555

IRWINDALE RACEWAY
EVERY FRIDAY NIGHT
MOTOCROSS


AMC
RACE SCHEDULE
Nov. 18 — OCIR
Nov. 25 — Saddleback
Dec. 2 — OCIR
INFO. 714-832-4555

NOISE: The sound that kills the sight.

Find it fast in the Cycle News Dealer and Services Directory

NEXT WEEK:

The Puyallup Trans-AMA Motocross
&
The Cal State 100 Enduro
&
A Look at the Honda 175 Enduro, Stock & Trick

MOTOCROSS RACES

EVERY SUNDAY FROM 9 AM

SPECTATORS: ADULTS $2 CHILDREN $1

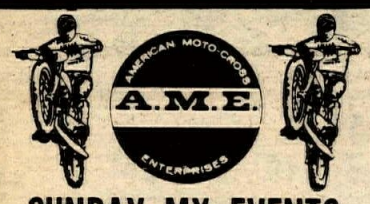
MUNTZ MOTORCYCLE PARK

"THE GREAT AMERICAN FAMILY MOTORCYCLE RIDING PARK"

FILLMORE FRWY. AT TIERRA REJADA ROAD IN MOORPARK

VENTURA FRWY. WEST TO FILLMORE FRWY. (HWY 23) NORTH TO TIERRA REJADA ROAD EXIT, TURN RIGHT TO PARK

INFORMATION CALL (805) 529-9546



SUNDAY MX EVENTS

Beginners, Juniors, Intermediates, Seniors PLUS Minicycle, Old Timers, and Powder Puff

Schedule of Coming Events

November
18 — Rawhide
25 — Muntz

December
2 — Carlsbad (No Race)
9 — Indian Dunes

SILENCERS REQUIRED. Sportsman classes $5. mail, $10 post. Seniors $10. mail, $15 post. All entries must be received no later than Friday before each event. A.M.E. membership & 3 number plates required. Gates open 6:30 A.M., Practice 8 A.M., 1st race 9 A.M. MAIL ENTRY TO A.M.E. 13004 S. Washington, Hawthorne, Calif. 90250. 213-675-1922. Monday thru Friday 1-6 P.M.

SPILLWAY CYCLE PARK
Santa Maria, California

1st Sunday of each month, A.M.E. sanctioned M.X. events. Sportsman classes $5.00 mail, $10.00 post, Senior classes $10.00 mail, $15.00 post. 20% trophies sportsman. 100% payback to Seniors. Mail entries to: Spillway Park, 3292 Ferndale Drive, Santa Maria, Calif. 93454. Phone 805-937-4043 1-6 P.M. M-F.

1974 memberships available now!

What ever you have to sell — Cycle News want ads can sell it

ORANGE COUNTY INTERNATIONAL RACEWAY ANNOUNCES

Orange BOWL OF MOTOCROSS

"EVERY" FRIDAY NIGHT

$6.00 + $1.00 GATE, ENTRY FEE-ENTRIES BOUGHT AT TRACK, NIGHT NIGHT OF EVENT
EXPERTS $10.00 + 1.00
4:30 PIT GATE OPEN
6:30 SIGN-UP CLOSES
6:30 SPECTATOR GATES OPEN
6-7 PRACTICE
7:30 FIRST JR RACE
$3.00 Adults $1.00 8-12 Years
INCLUDES PIT PASS
100% PAYBACK TO EXPERTS
Beg-Nov-Jr-Int-Sr-Ex-Old Timers-Minis

NO MEMBERSHIP REQUIRED

INFO: 714-544-6420 or 979-9233

NRA NATIONAL RACING ASSOCIATION

NOVEMBER 18
INDIAN DUNES
No Membership Required
Int'l Track

Beg-Jr-Int-Sr-PP-Mini
30% TROPHIES
100% CASH PAYBACK TO SR
8am Practice, 9:30 1st race

714-688-1291 805-259-8000

RIDE SRA EVENTS

JUST FOR FUN!!! (213) 320-1015

CALENDAR

AMC FABULOUS FUN MX
Carlsbad Rcwy., Carlsbad, Ca. Gate opens 7 a.m., sign 8, race 9. 714/870-5220.

CRC NIGHT MX
Orange Cnty. Int. Rcwy., Tustin, Ca. Prac 6-7, race 7:30 p.m. No memb. 714/688-1291 or 213/830-7519.

NRA MOTOCROSS
Indian Dunes, Valencia, Ca. Prac 8, race 9:30 a.m. 714/688-1291 or 805/259-8000.

INDOOR SHORT TRACK
Benton Cnty., Frgds., Corvallis, Oregon, btwn. Eugene & Salem on Hwy 99. Prac 7 p.m., race 8 p.m. 1/8 mi. dirt track. Sportsmen. 503/753-1023 or 503/753-4581.

TT SCRAMBLES
Elsinore Rcwy., Elsinore, Ca. Sign 5-7:30 p.m., prac 6:30 p.m., race 8. Sil. rqd. Free camping. 714/826-2386.

TT SCRAMBLES
Perris Rcwy., Perris, Ca. Sign 'till 7:30 p.m. Sil rqd. No member. Limited entry due to curfew. 714/657-3678.

BX POINT SERIES
Studebaker & 7th, Long Beach, Ca. Point series

DRAWING
For start positions for 1974 Mint 400 Desert Race to be held March 17-20, 1974. Mint Hotel, Race Hdqtrs., P.O. Box 2160, Las Vegas, Nevada 89101. 702/385-7440.

MOTOCROSS
Escape Country, Trabuco Cyn., Ca. Open 7 a.m., prac 8, race 9. New course. 714/586-7964.

MOTOCROSS
Moreno Valley MC, De Anza Park, 10 mi E of Riverside, Ca. on US 60, Theodore exit. Sign 7:30, race 9 a.m. 714/735-1301.

Sunday, Dec. 2

D-31 MOTOCROSS
Arizona Desert Rcwys., 30 mi. SW of Phoenix on Hwy. 80, follow signs from Liberty, AZ. Start 8:30 a.m. Beg; Nov; Am; Ex; PP. Mini; OT, cash to Ex. $50 first place. Mail address 1408 E. Granada, Phoenix, AZ 85006. 602/252-1900.

D-37 LAST CHANCE ENDURO
Limed from Hwys 395 & 58 (Four Corners, Ca). 2-100 mi loops. First minute 7:01 a.m. Sil. rqd. D-37 entry form, D-37 card, and 2 SASE to 8739 E. Faircrest, Rosemead, Ca. 91770. 213/287-9871.

TRANS AMA MX
Saddleback Park, Irvine, Ca. Prac 9 a.m., race noon. Watch, $6. 714/646-4455.

SCRAMBLES
Woodland Winter Track, Woodland, Wash. 5 mi. E of Woodland on Hwy. 503. Prac noon, race 1 pm. 100; 200; 250; 500. 206/225-3281.

Y-AMA MOTOCROSS SERIES
West Capitol Rcwy., Sacramento, Ca. Minibikes and minicycles only. Sign 8:30-9:30 a.m., prac 9-10, race 10. Sacramento MC Riders Assn.

MOTOCROSS
Escape Country, Trabuco Cyn., Ca. Open 7 a.m., prac 8, race 9. New course. 714/586-7964.

D-27 SCRAMBLES
Graham, Wa. Tacoma MC, Box 293, Puyallup, Wa. 98371. 206/825-5842.

D-27 MOTOCROSS
Tenino Spdwy., 9 mi N of Centralia, Wa. Twin City MC, Route 2, Box 23A, Rochester, Wa. 98579. 206/273-5822.

D-27 MOTOCROSS
14 mi. N of White Salmon on Hwy 141. Drifters MC, Box 1033, White Salmon, Wa. 98672. 509/493-2663.

D-27 MOTOCROSS
Daroga Park, Wa. Apple Vly. Scramblers, Star Rt. Box 47, Orondo, Wa. 98843. 509/784-1737.

D-27 HARE & HOUND
Rainier, Wa. McHord Roadrunners MC, Box 44216, Tacoma, Wa. 98444. 206/537-6746.

D-38 HARE & HOUND
Imperial Cnty. Desert, Ca. El Cajon MC. 714/448-8718.

D-28 MOTOCROSS
Helvetia, Or. Slow Spokes MC, Box 5025, Aloha, Or. 503/649-3541.

MOTOCROSS
Fairgrounds, Phoenix, Arizona. All-pro series. Covered grandstands. Sunshine promotions, Inc., 38 W. Vernon, Phoenix, Az. 85003.

MOTOCROSS
Lake Dolores, 20 mi E of Barstow, Ca. Sign 7:30, race 9 a.m. Camping. Barstow MC. 714/257-3315 or 714/252-2070.

CRA MOTOCROSS
De Anza Cycle Park, 6 mi E of Sunnymead, Ca on US 60, Theodore exit. No memb. Sign 7 am, race 9 am. 714/849-8481.

MWRC TT SCRAMBLES
Saddleback Park, Irvine, Ca. Mini; 100; 125 only. Gladys Bennett. 714/552-7643,

MOTOCROSS
Rawhide Park, Elsinore, Ca. All classes. Race 9 a.m. 213/921-5466 or 714/689-0871.

MOTOCROSS
Muntz Cycle Park, Moorpark, Ca. 805/529-9546.

D-37 TT SCRAMBLES
Elsinore Rcwy., Elsinore, Ca. Gate 7 a.m., sign 8, race 9. 714/870-5220.

AME MOTOCROSS
Spillway Cycle Park, Santa Maria, Ca. 805/937-4043 1-6 p.m. M-f. See ad this section.

D-28 MOTOCROSS
Portland Int. Rcwy., W. Delta Park, Wa. 503/223-3743.

Tuesday, Dec. 4

MINIS
Trojan Spdwy., 5601 Southern Ave., South Gate, Ca. 90280. All classes. Gates open 6 p.m, prac 6:30, sign till 7:30 sharp. 213/923-9132 or 213/861-4324.

FLAT TRACK
Owhyee MC, Boise, Idaho. Follow signs from end of Harrison Blvd. Race 8 p.m. Camping. 208/375-6863 or 208/344-3041.

Friday, Dec. 7

NIGHT MX
El Toro Spdwy., San Diego Frwy. to El Toro Rd., R on Carlotta 1 mi. past Leisureworld. Sign 5:30, prac 6, race 7 p.m. 714/534-9323.

D-36 SHORT TRACK
Santa Clara Cnty. Frgds., San Jose, Ca. Spdwy. Ent., 14 Camp Evers, Scotts Valley, Ca. 95066.

Trans-AMA Motocross

11-18	Puyallup, WA
11-25	Livermore, CA
12-2	Irvine, CA

FREE CALENDAR LISTING

All events must be received by noon Thursday to appear in the upcoming week's Cycle News. No listings can be accepted by phone. Fill out blank at right and mail to: Cycle News CALENDAR, P.O. Box 498, Long Beach, Ca. 90801.

Irving says: "The only way to let the world know of your coming events is to publish a listing in the Cycle News Calendar. Wouldn't it be just peachy to have a team from New Zealand show up at your next Poker Run? And the best thing of all is it's FREE, FREE, FREE. Just fill in this handy coupon (natch) and mail it. Our crack calendar editor will do the rest. Then stand back and watch the crowd.

Date of Event _____ Time of event _____

Type of event *(TT, MX, Enduro, etc.)* _____

Entry fee _____ Sanction _____

Location _____

Mailing address _____

How to get there _____

Additional information _____

Your name _____ Number to call for info *(with area code)* _____

WANT ADS

Wanted: Someone To Take Over Payments
on 1973 Yamaha 175cc. Never raced, perfect cond. Call Mike (213) 438-1514 after 5 p.m. (36/TFN)

FOUND helmet and accessories, Indian Dunes 10/27/73. (213) 826-6039. (44/2x)

Cylinder Head By Branch
Jerry Branch flows and ports racing heads for champions. Going racing? Call Jerry at (213) 595-4659. 1637 E. Burnett, Long Beach. (7/TFN)

New Husqvarnas & Pentons
in stock now. Valerian's Two Cycle City, Ltd., 10673 W. Pico Blvd., Los Angeles, Ca. 90064. (213) 475-4541. (TFN)

25% Savings on Insurance
Dealer garage liability 15% savings on Dealer's bonds. JOHN W. MAYNARD INSURANCE, 3447 Motor Ave., Los Angeles, Calif. Phone: (213) 836-5211. (TFN)

Business Opportunity
Motorcycle service shop — Southern California — w/Dyno — $100,000 stock — sell for $40,000 — $25,000 gets you in. Will train if you are seeking a new occupation. Write Cycle News, P.O. Box 498-DJ, Long Beach, California 90801. (44/4x)

Harley-Davidson Baja Owners
Now those hard to find H-D Baja parts are available at Krizman Engineering & Sales Co. We have genuine H-D parts and accessories in stock for immediate delivery. Racing goodies, porting, and dyno tuning. Write or phone: Kesco, 12990-D Bradford St., Arleta, CA. 91331. (213) 768-2233. (TFN)

NEW '72, 400cc CZ, HAVE A FEW LEFT. SHIP ANYWHERE IN THE UNITED STATES, $1099. (213) 772-1647. (TFN)

16" SUPER-WIDE AKRONT RIMS FOR HARLEY-DAVIDSON DRAG BIKES AND CHOPPERS. CONTACT YOUR DEALER OR NORTH AMERICAN IMPORTS, P.O. BOX N, MOJAVE, CA. 93501. PHONE (805) 824-4541. (TFN)

4-Wheeled Green Meanie
'71 Ford Torino GT — low mileage (19,500), 429 c/in engine, auto/air, power, AM/FM radio, trick shocks, 5 near new tires, disc brakes, trailer hitch, green paint — black interior. A real buy at $2200 — owned by an "over the hill Powder Puffer". Call (213) 598-4173 or (714) 892-8206. (41/FTN)

Job Wanted
Experienced salesman looking for full time position in motorcycle-oriented company. Mornings and evenings (213) 545-0790, ask for Mark. (43/TFN)

Aragon Cycle Trailers
1-6 bikes — kits from $119.95. Guns & antiques in trade. (213) 359-4597. (TFN)

Wanted
Yamaha salesman, full or part time. Also full-time partsman. (213) 635-8058. (38/TFN)

Reward
Honda Elsinore 125, stolen from Indian Dunes Oct. 21. (213) 767-4741. (44/2x)

New AJS 370 — Cheap
Ridden twice, just blueprinted, every possible extra for desert or enduros. $500 firm. (714) 968-5496. (44/2x)

Sales Manager
a leader in motorcycle parts and accessory field has opening for sales manager to headquarter in Los Angeles. Applicants must have several years experience in motorcycle parts and accessory sales on wholesale level and be able to organize and run an effective field sales force. Interested, qualified applicants can send complete resume with references to: Beck/Arnley Corporation, P.O. Box 5506, Compton, Ca. 90221. (44/2x)

Shop For Sale
Popular established franchised shop, San Gabriel Valley, maior street, low rent, free parking. No debts, own everything. Tremendous opportunity for hard worker. All inquiries confidential, super low price. Box 5641, Pasadena, Ca. 91107. (44/2x)

Super Chain For Super Bike
Made in U.S.A. Self lubricating and pre-stretched up to three times the life of a normal chain. Available now 5/8x3/8 or No. 530. Dealer inquiries invited. House of Suzuki, P.O. Box 8535, Fountain Valley, Ca. (2/TFN)

'71 & '72 YAMAHAS 250cc, $350.00 & $450.00 modified. (213) 363-9106 or 894-3019. (44/2x)

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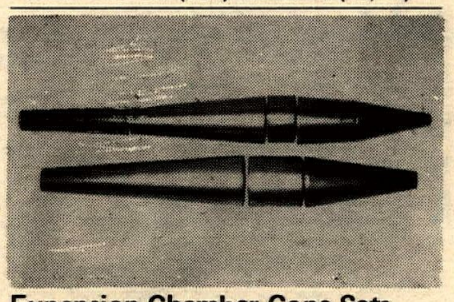
SALES, SERVICE, PARTS, COMPETITION SERVICES, INC., 1244 No. Gaffey St., San Pedro (213) 547-2203. (TFN)

New Roadracers For Sale
Brand new 350 Yamaha, water cooled. New 250 TD3 roadracers. Used 250 TD3 roadracers, used 250 TD2 roadracers, used 350 TR2 roadracers, used 350 TR3 roadracers. Many spare parts, new & used. Spare 250 engines. Spare 350 engines. Plenty of spare roadrace tires. Krober ignitions, 2—250 half-milers, 1—200 Yamaha production, 1—250 Suzuki production, 1—250 Yamaha production, Daytona seats. Call 8:30 to 5:00 (714) 465-9700 Dave Evans. (TFN)

YAMAHA 360 MX. PROTOTYPE FRAME, new Akronts, engine, tires, aluminum tank. Too fast for me. $500.00 FIRM. Please call (714) 778-6684. (43/3x)



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20 Ga. steel rolled and seam spotwelded ready to design your own chamber. 3 Pc. sets, $12.00. 4 Pc. sets, $14.00. 5 Pc. sets, $16.00 Postpaid. California residents add 5% tax. Quantity discounts available. Send your dimensions to Airco Sheet Metal, 15209 Grevillea Ave., Lawndale, Calif. 90260. (213) 675-5290. (TFN)

Bultaco
Guy Louis Motorcycles, 1118 E. Wardlow Rd., Long Beach, CA. 90806. (213) 426-1358. (TFN)

'73 Yamaha 175 Enduro, A1 Cond.
21" front wheel, extended swingarm, Curnutts, Webco racing springs, quick, dependable, never raced. $400, must sell, xlnt. bike. (213) 340-3349. (45)

'73 Honda CR 125, 3 Months Old
(213) 835-4246. (45)

Pacific Customs Plastic Tanks
Was $49.95, SALE price $28.95 at PJ's. Any size or color. Call (213) 545-0051. (TFN)

Wanted: Yamaha Men
Experienced mechanic & partsman, for Yamaha dealership. (213) 635-8058. (44/3x)

1972 YAMAHA 360 MX. XLNT. COND., $700. (213) 865-4966 or 865-5485. (44/2x)

For Sale!!
'66 Atlas Norton Stock
Mechanic's baby, very stock and fast. 600 dollars. 1 Norton racing gas tank, $35.00. Call after 7 p.m. (213) 255-9722. (44/2x)

Mechanic Wanted
for Yamaha. Only work on a guarantee, no winter slump. Ask for Jim Pierce, Scag Yamaha in Fullerton. (714) 871-8051. (39/TFN)

1972 PURSANG 250cc, mint cond., many xtras, best offer. (213) 861-5896. (44/4x)

1973 HONDA 250cc CR. ALUM. PIPE, Konis, pegs back, 4130 bars, ported, perfect condition. Call 9 a.m.-5 p.m. (714) 453-6514. $800.00. (44/2x)

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Authentic, quality reproduction. 24 pages, over 30 illustrations spanning 6-model range. Collector's item! $3 postpaid. BAGNALL PUBLISHING CO., Dept. A, Box 507, Lake Arrowhead, Calif. 92352. (TFN)

'59 VW DUNEBUGGY, shortened pan, roll bars, etc. $200. (213) 641-8839. (42/4x)

Kawasaki 450cc Proto Type
Lots of extra parts, piston, rings, front and rear wheels with tires, clutch, sprockets and many more. Just like new, $1300.00. (707) 279-4746. (45)

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Attention
The second edition of ESCAPE BY TRAIL BIKE is now on sale. Send $3.50 to Cycle News, P.O. Box 498, Dept. Chris, Long Beach, Ca. 90801. (35/TFN)

'72½, 250 Husqvarna CR
Up & down pipes, Honda seals, etc. Fast & reliable, $750. (213) 772-5046. (42/5x)

'73 Puch 175
Excellent cond., many extras, $600. (714) 244-5251. (44/2x)

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Good shape, have to sell now, 450 dollars. Call after 7 p.m. (213) 255-9722. (44/2x)

Ducati 350 Street Racer
Flat bars, Konis, Akront rims, plastic fenders, spotless, $450. Spares, manuals, & factory coveralls go with it. (714) 968-3646. (44/2x)

250 Husky Reed Valve
Make that 250 a rocket. Complete installation (parts and labor), $100.00. Kit only for Bing carb., $36.50. Kit only for Mikuni carb., $30.00. Malcolm Smith's K&N Motorcycles, 1689 West La Cadena Drive, Riverside, California 92501. (714) 686-8014. (36/TFN)

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'73 HODAKA 125 COMBAT WOMBAT MX. Like new, $450. Also '70 Husky 400 MX, good condition, $450. (714) 375-2393 (44/2x)

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Bultaco Alpina
Super grunt, extra sprockets, P.P., Diamond chain, cherry! (714) 644-5456. (43/3x)

Ossa, Carabela, Bandit
On sale at Dirt Bike West, 7139 Canoga Avenue, Canoga Park. (213) 340-6521. (44/2x)

'73 Yamaha 250 MX Cherry
Ported, 350 front tire, Flander bars, Filtron, ridden 4 times. Sell due to injury, $700.00. (Dennis) (805) 492-4241. (44/2x)

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These 2 are winners — '73 Bultaco Pursang 350, raced 12 times, 12 trophies. '73 Bultaco Sherpa T — 350, only 75 miles. Priced to sell — trade your street bike. (314) 773-9858. (44/2x)

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Super Huskys, 400 and 450
Both are 1972, all trick, maintained by Malcolm. Call for specs. Both are immaculate, one has max. of 15 hrs. (714) 837-3425. (45)

'71 Yamaha 250 MX, Very Fast
Lowered, 21" wheel, rebuild engine & transmission, new rear wheel, extra clean. $400 or best offer. (213) 782-8479. (45)

'73 SUZUKI TM125, raced twice, in storage over 3 months due to injury, $600.00. Also "71" SUZUKI 90, 100 kit, more, $275. (714) 774-7162. (45)

'71 Yamaha 250 Enduro
Xlnt. cond., $395.00. Must see to appreciate, Torque pipe, ready for desert. Call after 5:00 p.m. (213) 941-4284. (Have street gear.) (45)

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1970 Greeves Wessex Trials 250cc, $250.00. 1970 Kawasaki Centurion, $250.00. 1972-7/8 Montesa Cappra 250cc, $450.00 — or make any offer. (213) 336-6904. (45)

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Nickel plated frame, Konis, TSS road racing pipe, Diamond drive chain with Renolds prim. chain, extra plastic tank & fenders, showroom condition, $600.00. (805) 485-4765. (45)

'70 FORD ¾ TON SUPER VAN 302, automatic trans., excellent condition, 20,000 miles, $2400. (213) 679-2800. (45/2x)

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Yes, a Honda 90, bored to 105. Mavrick shocks, Webco pipe, new magic black box, lots more. Perfect cow trailer. Ask for Matt (213) 661-1631. $199. (45)

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New in July, trail ridden only, licensed, xlnt. condition, $750.00. (213) 397-2257. (45)

Very Clean CZ 125
Akronts, plastic tank & fenders, Filtron, Bassani, Girlings. Runs as good as it looks. Raced once! $600.00. (213) 454-9950. (45)

'72 Bultaco Pursang 350cc
Excellent buy for $695.00. No leak fork seals, extra gearing plus everything inside engine is new. Hard to reach, keep calling (213) 376-5524. (45)

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'73 HODAKA Combat Wombat 125, perfect condition, $500. (213) 370-9324. (45)

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Excellent condition, very lo mileage, desert set-up, many extras (30 Mikuni, bars, gears, Filtron), fast and dependable, $300.00. (714) 830-8544. (45)

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Yamaha and you won't need to look any further! '73 set up to WIN and looks it too!! $450.00. Call Mark (213) 469-2848 in Hollywood. (45)

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Xlnt. condition, handles great, plastic tank, Rahm fenders, Curnutt shocks, Mikuni carb., Akronts, Buchanan spokes, 4:50 Trelleborg, Honda seals. (714) 846-5787. (45)

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1972 Penton 175
Xlnt. condition. "The greatest dirt bike sold". Retiring — old age, $725.00. (714) 688-5484. (45)

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'71 SUZUKI 90. KITTED, PORTED, 21", lengthened swingarm, Proto can, Filtron, Alpha shocks, Petty fenders, Metisse bars, polished cases, plastic levers. Must see, $360. (213) 886-5180. (45)

Super Trick Yammie 100 MX
ENTIRE ENGINE BRAND NEW, new paint, plastic tank, mini seat, 90 frame, lower end, 100 barrel, .04 over, 125 reed, stuffed, Haag porting, polished, downpipe, Filtron, 21", 125 forks, PP's. $850 invested, sell, $375. (213) 374-0858 (John), (213) 498-3184 (Tim). (45)

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Clean, carefully maintained, not ridden approx. one year. Rear pegs, K&N bars, Filtron, dental student with no time to ride. $625.00/offer. After 6 p.m. (714) 796-1058. (45)

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Ported, head milled, new chain and rear tire, new rear sprocket, super strong, $500.00. (213) 944-5819. (45)

RICKMAN Metisse — 500cc Triumph — perfect, $875. Rickman Metisse — 322cc Yamaha — $750. (213) 862-1400. (45)

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Dependable DKW-Sachs
1971, MX ready. Plastic tank and fenders, Koba kit, Akront, Torque pipe, tools and more. Plus all stock parts. Must sell! $375. (213) 885-1468. (45)

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1973 MONARK 125, fenders, pipe, tank, swingarm, cherry cond., $675.00. (714) 521-0879. (45)

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'71, 250 HUSKY — EXTENDED SWINGARM, Curnutts, dual ignition, Pettys, extras, 2 tanks. Asking $640. Xlnt. cond. (213) 243-7458. (45)

1971 Sachs $495
125 Sachs MX. Akronts, plastic tank & fenders, Motoplat, two pipes, Filtron. Extra iron barrel engine, ported milled head, motoplat, downpipe. Extra iron head & barrel, crank & rod, carbs, much more. Call Gary (805) 488-4163 or 488-4262. (45)

TM 125 Suzuki Pipes
At last a Jim Hoover clean sweep pipe for Suzukis at a low introductory price of $45. A must if you want to go fast. Tri/Suz. of Pomona, 1090 E. Holt, Pomona, Ca. (714) 623-4431. We will mail order. (40/TFN)

GET CYCLE NEWS TWICE OR THREE TIMES A WEEK when you subscribe to all three editions. Special discount, only $25 gets you one year each of Cycle News West, Cycle News East-Dixie and Cycle News Central. Read about it all. Send check or money order to Cycle News, Inc., P.O. Box 498, Long Beach, Calif. 90801. (TFN)

'72½, 125 DKW, $495
Mint condition, front Akront 19", Curnutts, Filtron, ported, P.P. fenders. (714) 776-8194. (45)

Jawa Speedway Bike
Jawa 500 — many, many extras, race ready, looks new, see to appreciate. After 5 p.m. (714) 638-0424. (45)

'72 YAMAHA 125 MX, good condition, runs great, extras, $425.00. (213) 773-5764. (45)

Husqvarna
Guy Louis Motorcycles, 118 E. Wardlow Rd., Long Beach, CA. 90806. (213) 426-1359. (TFN)

'72 CZ & '73 Monark
On sale. House of Honda. 49th and El Cajon, San Diego, Ca. (714) 286-3488. (45/3x)

Yam. Road Racer
125cc G.P. Ex. Rudy Reynosa, brown 1 pc. seat, tank — total 3 races, w/spare eng., $750.00. Never worn — ABC leathers — 5'11" — 165 lbs. — size 11, John Cooper R.R. boots — offer. (213) 799-0710. (45)

'68 HODAKA 90, basket case, engine & all parts good, $60. (213) 447-6861. (45)

1973 Yamaha 360 Enduro
3,000 miles with extras, $700.00. Call Randy in evening (213) 324-6702. (45)

'73½ Penton 125
Not ridden since Aug., many extras, showroom cond. $750 firm. (213) 287-1723. (45)

POOL TABLE, $50.00. Husky lowered frame, tank, other parts. (714) 635-8139. (45)

"71" PUCH 125cc, bought May "72", $440. SACHS-HODAKA, "71", Hodaka engine, high comp. head, expansion chamber, 21" & 18" wheels, Maguras, Pettys, $275. (213) 424-2870. (45)

Super Desert Triumph
'65, T-100, 500cc with all '71 engine and trans. internals, never ridden since comp. o-haul. Light, fast, and dependable, $550.00. (213) 773-9816. (45)

Turkey Sale
Jawa 350 and side car demo, $995.00. CZ 175 trial, $450.00. (2) 400 Suzukis, $550.00 each. House of Honda, 49th and El Cajon, San Diego, Ca. (714) 286-3488. (45/3x)

'72 CZ 400, Must Sell
Ignition, rims, head, etc. (213) 630-3323. (45)

'68 OSSA STILETTO, 21" FRONT, 450 rear, Akronts, 34 Mikuni, comp. rel., new clutch, fast & reliable, $425.00. (714) 524-1726. (45)

SELL OR TRADE: Suzuki TM-250 MX, perfect cond. (213) 634-3609. (45/2x)

'72 Kawa. F81 MX
Raced 4 times — fast bike. Must sell quickly — will talk around $550.00. Please call after 6:00 p.m. (Steve), (714) 688-4534. (45)

WANTED: 21" front wheel for Yamaha 250, reasonable. (213) 894-9519. (45)

'70 YAMAHA 250, street, twinjet, excellent cond., $275.00. (213) 339-0307. (45)

'71½ Baja
Bike is ported for desert, has tuned Hooker pipe, folding pegs, skid plate, cylinder has been lightened, and desert K&N bars. $250.00 firm. (714) 628-4460. (45)

'73 Yamaha 250 MX
Fork work, Konis, ported, plastic extras, new tires, bars, perfect condition. $600.00. (714) 797-6031. (45)

'73 Indian Mini Cycle
3 mo. old, 80cc, super fast, many extras, $200. (714) 823-9544. (45)

'69 SACHS 125. AKRONTS, FILTRON, Konis, H.D. spokes, new ignition, shift kit. $300.00 and 1968 BSA Victor, st. and dirt equip. incl., $400.00. Call after 6:00 p.m. (213) 826-0325. (45)

1973, 250 Maico Works
Divorce forces sale. Raced 3 times, prepared by Cooper Motors, alloy tank, silver frame. (714) 772-1862. (45)

Two Huskys
1972, 450 WR, new in March '73, ridden very little, $1000. 1973, 250, 6-speed, Curnutts, Filtron, 3.50x21, skid plate, $1150. (213) 799-2691. (45)

INDIAN BOY racer, 50cc, mini motorcycle, like new cond., $135. (213) 447-6861. (45)

'72¾ Penton
Ported pipe, head milled, moly bars, Uni levers, Rahm fenders and side cover, very clean and fast, $700. (714) 526-6234. (45)

'73 DKW Motocross, $575.00
'73 DKW, ported, Webco pegs, Filtron, trans. rebuild by American Motocross, 2 pipes, haven't ridden for 6 months. Cherry condition, very fast, excellent handling. (213) 866-0113. (45/2x)

'72 PENTON 125 YAMAHA front hub, P.P., Akront, Filtron, excellent condition, low hrs. Must sell, $600.00. (213) 333-3414. (45)

Bitchen Ass Hodaka Van Tech
'72 Hodaka, Van Tech frame, knobbies, Magura lever and throttle, Pettys, fiberglass tank, high comp. head, chamber, No. plates, Filtron sock, very fast and reliable, 135 lbs., never raced. $300 or best offer. Ask for Jay (213) 820-4790. (45)

BRAND NEW 1973 Montesa 125 Cota, 15 actual miles, $675.00. (213) 691-2300. (45)

Motorcycle Shop
Major stockholder Arizona's largest dirt bike store (Tucson). Will sell his stock & control. $10,000 cash, balance — terms. No coll. call. (602) 992-1745. (45/2x)

For Sale:
125cc Yamaha dirt bike, excellent condition, $350. (213) 937-4241. (45)

'73 Penton 125
Excellent condition — ported, tuned exhaust, plastic fenders. Call after 5:00, weekdays (805) 252-7430. $635.00. (45)

PARTS: 1969 YAMAHA 125 engine, new bore, MX piston, $95. Lowered frame, $40. Forks, $20. Misc. parts. (714) 246-8181. (45)

'73 Trans-Ex 3 Bike Trailer
Light weight, smooth riding, strong, $75 (orig. $175). Must sell. (213) 340-3349. (45)

Become An Expert For $3.50
The new ESCAPE BY TRAIL BIKE, second edition is out — and on sale — at: Cycle News, P.O. Box 498, Dept. Chris, Long Beach, Ca. 90801. Send $3.50. (35/TFN)

Montesa '73, 250 VR, 5 Wks. Old
New cond., Arnaco shocks, four rides, carefully broken in, not raced. Must sell. (213) 340-3349. (45)

'71 Bultaco 125 Sherpa
'71 Bultaco 125 Sherpa — sat for 1 yr., 4 races, new back tire, Monarks Girlings, super clean, $375. (213) 321-0282 or 324-4000 evenings. (45/2x)

'73 YAMAHA 125 in Maico frame, plastic tank, Barnett clutch, E.C. Birt pipe. '74 YAMAHA 125 minus engine and rear wheel, offer. (213) 679-2800. (45/2x)

Hodaka Ace 100—A Good Buy!
Late style forks, Barnett clutch, G.E.M. reed, 32 amal. Less than 100 miles on new, piston, poppy ring, seals, bearings. Looks good, runs strong, $275. (213) 693-5359. (45)

'72 D.K.W. MX, plastic tank, fenders, fast, reliable, $395. (805) 964-5148. (45)

CZ '72, Very Fast, Priced To Sell
Sunburst head, titanium bars, Akronts F&R, trick pipe and much more, $725.00. Ray (213) 293-7627. (45)

G.P. CYCLE motocross boots, worn 3 times, $40.00. Size 10½. (213) 764-3453 or 843-2096. (45)

1971 Ossa Stiletto
Asking $275.00. Engine runs good but needs tune up. 1964 ½ ton P.U., Chevy, same price. (213) 336-4122. (45)

1972 BULTACO 125 PURSANG. Very good condition, many extras. Fast and clean. Must see to appreciate. Must sell this week, make offer. (714) 772-9706. (45)

'65 TRIUMPH BONNEVILLE 650cc, $650/best offer, or trade for car or truck. Call after 5:00 p.m. on weekdays, any time on weekends (213) 531-8778. (45)

1971 HONDA CB350, 4700 miles, $500/offer. Evenings, weekends (213) 323-2583. (45)

Husqvarna
'73, 250 CR, sm. maroon tank, K&N filter, 4 rides, 50 mi., immaculate. See to appreciate, $1195. (714) 556-0850 or 642-5005. (45)

Wanted: Puch Engine Parts
From 1970-1973 engines. Call Vince (213) 348-9760. (45)

WANT ADS

Steve Bebeck, Happy Birthday
Best wishes on your 20th.
Mom — Dad & Brother (45)

Trick '72 Suzuki 400
Bike is totally set-up and capable of finishing any desert race. Prepared for Barstow but money problems force quick sale, $550. Evenings (714) 535-7855. (45)

Trials Bike
'71, 247 Cota, very immaculate. Must sell, $450 or offer. (213) 358-1629. (45)

'72 HONDA XL 250, ONLY 417 MILES. Like new, $600.00. '71 HONDA SL 100 only 393 miles, excl. condition, $300.00. (213) 443-2678. (45)

Pursang 125cc, Like New
'71 Bultaco Pursang, "0" miles on new engine and gear box. Extra parts, special suspension, $400. (213) 221-8217. (45)

1973 Montesa VR 250
Exceptional condition, $875.00 or best offer. No reasonable offer refused! (714) 545-7216. (45)

Broken Shoulder —Must Sell
'71, 250 AJS. Set up by Stormers, ported, Mikuni, very dependable, $450.00. (213) 325-3512. (45/TFN)

1973 Honda XL 250
Excellent condition, sissy bar and rack, street legal, licensed, $650. (213) 588-8706. (45)

Immaculate '72 Maico 250
Must see to appreciate. Many extras, Konis, special sleeve, titanium bars, etc. Still on 2nd rear tire, original owner, $750. (213) 884-6601. (45)

1972 Suzuki MX
400 TM MX, many extras, never raced, better than new, must see. Stored for 16 months, make offer or $600.00. Joe (213) 448-7077. (45/4x)

'73 Suzuki TM250 "Cherry"
7 mo. old, Arnacos, bash plate, 4.50 Cheng Shin, Uni filter, ported, gearing — A proven winner. Must sell, $800 or best offer. (213) 696-0007. (45)

Vidic's '73½ Maico 250
Top condition, race ready, $1090. (213) 249-4420. (45/2x)

125 Bul
1972¾ Pursang. No B.C., very clean, many extras, $400.00. Porting & chassis by Steve's Bul. (213) 787-5021. (45)

'70¾ Penton 125 MX
Top condition, many extras! Very clean, fast, reliable, $395. (213) 781-3947. (45)

Great Wife Bike, '73 Trials
This 6 mo. old Honda ideal for cowtrailing. Super safe handler, cherry. Asking $525.00. Malibu (213) 457-7698. (45)

I Need Hodaka Parts
to build 2 Hodakas ACE 90 or 100. Call Mark (213) 645-2711. (45)

125 Rickman Zundapp '72
Fast, factory ported, very sturdy, handles super. Raced twice, ridden little, clean. Extras tank (blue), odds & ends, $550.00. (213) 358-6557. (45)

Brake Shoe Wanted
Linings not important — need CZ Maico, Bultaco, Penton, Husky — will pay $200 a set. Call Earl, 7545 Industrial Way, Stanton, CA. 90680. (714) 897-9986. (45)

TA 125 YAMAHA, brand new, $900. Ask for Tom (213) 821-6565. (45)

'65 Triumph 650
Very strong engine, TT pipes, Bates seat. $500.00 or trade for 250 CZ in good shape. (714) 753-9222. (45)

'71 Husky 400
3 gal. tank, lowered frame, stainless steel spokes in rear, many extras, very reliable, $700. (213) 573-8045. (45)

'71½ MAICO 250, NEW CLUTCH, new piston, xlnt. cond., clean, reliable, never raced, $550. (714) 675-5491 eves. (45/2x)

'66 BSA 441, The Ultimate
in a reliable dirt bike. Ceriani forks, 21" Akront, bash plate, new paint, recent engine rebuild. Busted my "bod", so no more dirt riding. Sell for $360.00 or trade for 450cc or larger street bike. (714) 270-1120 or 453-5357. (45)

750 Redline Tri.
2 complete Sifton engines — sprockets 44 to 62. Ex 40y going out of business sale. (415) 454-3406 days, Ron. $2000. (45)

J&R CUSTOM EXPANSION CHAMBERS for any 2-stroke Dyno tested. Guaranteed. (714) 993-1141. (45)

LOUVER WINDOWS (15x20) for camper or van — now $10 ea. (213) 933-0673. (45/2x)

360 BULTACO, $450. FAST and sanitary. Maguras, Pettys, Akront alloy rims. Engine recently gone through with bills to prove. (213) 933-0673. (45)

Trick Ported 125 Elsinore
Ridden 5 times, must sell, $700. (714) 689-0589. (45)

Helmets
2 Premier full coverage, one new, one slightly used, $30.00 ea. (714) 539-8349. (45)

'69 YAMAHA 250 MX. JONES desert tank, 300x21, Curnutts, Patrick & Bowers fork kit, dual ign., Maguras, P.P. fender, extras, clean, fast, $350.00. (213) 338-4810. (45)

'72 DKW MX, 6 speed, excellent cond., never raced, $450.00. (213) 391-2060. (45)

Super Cycles
2 — '71, '72 ATC 90 Hondas, perfect condition. Seldom used, OVR stickers. (213) 947-2103. (45)

'70 SUZUKI, SUPER CLEAN 90 with the 100 kit, carb., chamber, etc. Set up for dirt, but have all street gear — $225.00. (213) 454-2439. (45)

'73, 250 Bultaco Pursang
Excellent condition, $750. Call for information — (213) 881-3764. (45)

'70 YAM. 360 MX. NEW 21, 3 pipes, hi head, Posa carb., brace, ported. Super fast, first offer over $400. Must sell this week. (213) 569-5209. (45)

Hodaka Super Rat
Like new cond., many extras, $395. (213) 541-6382. (45)

Pro Teacher — MX School!!!!
Saturday, November 17 at Indian Dunes. Russ Darnell instructor. $15 fee. Guaranteed improvement or money back. Desert, MX, powder puff welcome. Start 9:00 a.m. (213) 367-1722. (45)

Trail and Trial Riders
Attention
The second edition of ESCAPE BY TRAIL BIKE is now on sale. Send $3.50 to Cycle News, P.O. Box 498, Dept. Chris, Long Beach, Ca. 90801. (35/TFN)

'72½ Penton 100 — $450
Ported, pipe, Curnutts & more. (213) 353-7338. (45)

400 Husqvarna '71
Fast and reliable, good condition, $825. (213) 355-8957 aft. 5. (45)

1972 Yamaha 360
Bike hardly ridden, completely set-up, lowered frame, Konis, lengthened swingarm, Torque flywheel, perfect condition, $675.00. Nights (213) 559-3819. (45)

'71 Speedway Bike
500cc Jawa. Clean & excellent cond., race ready. Ph. (714) 532-3681 or 633-3104. (45)

125cc Sachs
$250.00. Beautiful shape. Call mornings between 8 & 10 a.m. (714) 682-5535. (45)

SA Robert J. Wood
Happy Thanksgiving. We love you.
Mom, Dad & Roland (45)

'73 DKW 125 MX
Rarely ridden, springer with green stickie & Filtron, like new, $550. (714) 529-8762. (45)

2 or 3 Bike Trailer
9.15x15 wheels, 2 rail with solid floor, strong, $100.00 firm. (213) 246-5309. (45)

'71 Husky 360, 8 Speed
Not riding anymore; bike sits. Excellent condition, Curnutt shocks, other extras. Never raced, see to believe. $675.00 or offer. Jim (213) 447-2843. (45)

'73 HODAKA WOMBAT 125cc. Xlnt., xtras, street legal, $454. Aircraft clock, $25. Adj. bumper rack, $10. (213) 344-2528. (45/3x)

'73 HUSKY 450 C.R. DESERT 3.5 gal. tank, never raced — Just like new. $1000.00, must sell. (213) 357-4739. (45)

'70 YAMAHA 90 MX, dependable, knobbies, down pipe, Filtron, everything, $275.00. (Steve, Jr.) (213) 675-0236. (45)

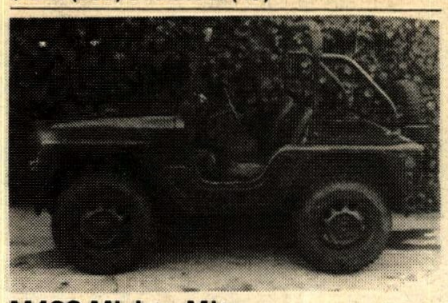
Electra Glide In White
Wife's electric starting '69 Yamaha 125 enduro with new knobby and original fenders. Great shape. $250 or best cold green cash offer. Glendale area (213) 249-5367. (45)

'72, 400 CZ
Plastic tank, 36 Bing, Bassani, Koni, pegs moved back 1", Filtron, plastic fenders, extras, $750.00. (714) 997-3876. (45)

1972½ Penton 100ccc
Winner of trip to Europe series. Like new, complete over hauled, bored over once, super fast. Rahm side panel, $550.00. (714) 832-4555. (45)

1971 Yamaha 250cc Enduro/MX
32mm Mikuni, ported, polished, many extras. Strong, fast, excellent condition, $450.00. (714) 968-2415. (45)

DKW '73 HORNET, 1 powder puff race, $595. (213) 596-3691. (45)



M422 Mighty Mite
A really super 4X4. 4-wheel drive positraction, all independent suspension, air-cooled V-4, and it all weighs under 1700 pounds! Complete with winch, roll bar, two truck loads of parts, and more. All for $1250.00 or trade. (714) 270-1120 or 453-5357. (45)

650 Triumph Dirt Bike
Redline frame, disc brakes, rebuild. eng., excel. cond., $1300.00. (805) 523-7537. (45/2x)

'73 CZ 250, 5 SPEED. Plastic tank, fender & Redco filter. $900 or best offer. Complete ZUNDAPP 125 engine in parts, barrel almost new, $100. (213) 635-9597. (45)

Aggressive Salesman
Unlimited opportunities. Fast growing Honda agency in Pomona Valley. Many benefits. Ask for Colman, Ontario Honda, (213) 331-7115 or (714) 983-1915. 1170 West Holt, Ontario, Ca. 91761. (45/2x)

Pursang Parts — Save $
Ported barrel, aluminum crank, and rod, $100. '72 Pursang frame (reinforced) and swingarm (new bushings), $50. Complete transmission, $50. Center cases and sidecases, complete with gearings, $100. "Much more"! After 6:00 p.m. (213) 661-3822. (45)

'71 Ossa 250 Stiletto
Cherry, original piston, $450, details. (213) 353-7338. (45)

250 CZ '71
Plastic fender, tank, and levers. Curnutts, Akront, carefully ridden and cared for. (213) 353-1587. (45)

'73 Penton — Very Clean
Konis, Akronts, Filtron, E.C. pipe, new piston, $600.00. Steve (213) 788-1874. (45)

1969 Dunstall Norton 750
Original owner, featherbed frame, complete Manx suspension, John Cooper racing magneto, Konis, disc, much, much more. Picture on request, $1200. Bob Eppers (714) 847-8292 or 847-6840. (45)

WANTED: OSSA PIONEER CD1 must be complete and work. Also kick starter for same. After 5:00 p.m. (714) 534-0503. (45)

Ital-Jet Roadracer
50cc, very fast. Extra engine, top condition. Will consider small bike as part payment. $295. (714) 827-8119. (45)

'70¾ SUZUKI T.C. 90 in GOOD CONDITION. Has Gyt kit, many extras, good for dirt or street, $200. (213) 949-5157. (45)

125 Husqv. '73 Ridden Once!!
Must sell, my loss your gain. $825.00 first with ca$h. (213) 360-0494. (45)

BULTACO PURSANG 1969, new bore, shocks, Honda seals, etc., $375.00. '72 CARABELA 125, $400.00. '72, 410 AJS, $400.00. (714) 828-5148. (45)

'73 DODGE ¾ TON CLUB CAB. 4,000 miles, full power, factory air. Camper package, dual tanks, disc brakes, 400 cubic inch engine, $4690. (213) 347-9956. (45)

STOCK '73 CZ 250 chamber, $30. CZ handlebars, $10. (714) 871-1234. (45)

Bassani DT-2 MX Chamber
Used only for dyno testing by J&R. Only $35.00. (714) 993-1141. (45)

'72 KAWASAKI 350 F-9 ENDURO. 11 months old, immaculate condition, $500.00. BULTACO 250cc, excellent condition, $200.00. Need money, must sell in hurry. (213) 926-7908. (45)

'69 BMW R60, 19,000 Mi.
Earles fork, with hard-shell luggage-carrier, excellent condition, $800. Call Joe Henry, (213) 464-0101, leave name and phone-number. (45)

Wanted: Used Jawa Speedway Bike
Will pay cash, I'll take best deal. (714) 737-7134 or 737-4899. (45)

1973½ Penton, Chevy L.U.V. Truck
Perfect cond., D.I.D. rims, Emler porting, small Penton tank, plastic fenders and side panels, raced very few times, $850.00. Chevy pickup has camper shell. Call (714) 539-6852. (45)

'72 Suzuki TM 250
Xlnt. cond., 20 hrs. on bike. Has Konis, plastic tank, Unis levers, Petty's fenders, extras, counter & rear sprocket & spares, $575. Call Dave (714) 249-6803. (45)

'73 YAMAHA 125 MX. PLASTIC TANK, fenders, and levers, Filtron, Bates down pipe, Curnutt shocks, fork brace, desert pegs, C.Z. bars, Tommaselli throttle, extended swingarm, O.R.V. license, excellent condition, ridden very little, $550.00. (805) 523-7170. (45)

'73 Yamaha 360 MX
Must sell, need money for Christmas, $650. (213) 353-6378. (45)

1973 HONDA 750 K3. LIKE NEW CONDITION, 4300 miles. Crash bars, rack & backrest, $1500.00. (714) 523-0620. (45)

'70, 175 Yam. Desert-MX Hotcha
This babe's got it all! Van-Tech springer, Girlings, 32mm Mikuni, P.P.s, Barum, Webco hi-comp. head, air cleaner, bars. Never raced, $350 or ? (213) 459-3929. (45)

1972½ Maico MX
Bitchen shape, small tank, Girlings, cherry engine, Metzelers, $750.00. (213) 336-9301. (45)

'70 Bultaco 250 Pursang
Everything excel. except engine stolen, $100.00. (714) 545-7917. (45)

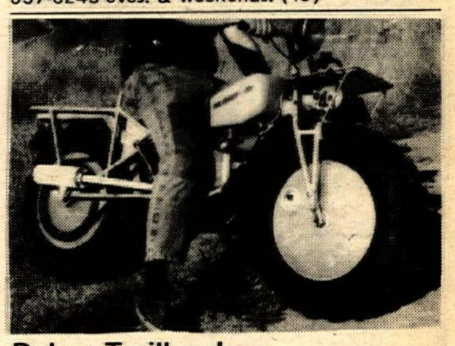
1969 YAMAHA 250. 21" FRONT WHEEL, Ceriani forks and shocks, Gyt kit, new piston and ring, plastic fenders, spare parts, cherry — $350. (213) 579-7544. (45)

STOCK '73 Penton 125 cyl. head & new VDO speedo, $19 ea. (714) 529-8762. (45)

1973 Maico 400
2 pipes, K&N filter, Magura, Diamond chain, very clean, fresh motor, footpegs, quick throttle. Must sell, will sacrifice — $895.00. (213) 795-2711 or 257-1029. (45)

1972, 250 CZ. REED, MIKUNI, Akronts, plastic fender, pipe shop pipe, very clean, stock parts, $795.00. (714) 534-7937. (45)

Maico Radial 250, New
This bike never kicked over. You be first owner, $300 below retail. Ph. (714) 837-6243 eves. & weekends. (45)



Rokon Trailbreakers
2-wheel drive ATV's. Will go absolutely anywhere; it even floats! I have two for sale: $450 and $150 or trade for street bike. (714) 270-1120 or 453-5357. (45)

4 Gal. Tank
Torsten Hallman alloy tanks for Huskys. New, cost $110.00 — week old, $75.00. (New), perfect for Barstow to Vegas. (714) 894-6726. (45)

Two Cycle Trailers For Sale
Both excellent condition, 3 bike capacity, (1) A-frame, regular size tires, $130.00. (2) factory built, flat tilt bed, light weight, $90.00. (714) 494-1745. (45)

WOULD LIKE TO TRADE '72 Suzuki 90 enduro in xlnt. cond. for Honda, Yamaha 60 or Indian Mini-Bike. (714) 892-8848. (45)

'71 Bultaco 125 MX
Sherpa S, Magura controls, chrome-moly bars, Femsa ignition, Curnutts, Turner pipe and ported. Good condition, $375.00 firm. Kathy (213) 861-1337. (45)

'73 Indian SR 74
Uni controls, Arnacos, Monarch fenders F&R, very fast. Make offer. Call after 6 p.m. (213) 652-6366. Mint cond. (45)

350 Bultaco Pursang
'69 Bul with new 350 engine. 34 Mikuni, Filtron, skid plate, silencer, 2 tanks, P/P fenders. Must see, $450. (213) 899-0710. (45)

Bultaco Parts, Save
Up to 75% on good, used Bul parts. Any year, any model. (213) 896-6209. (45/4x)

Want Yam Frame — Ossa 4 Sale
Any frame wanted for Yamaha DT-RT engine. '72 OSSA 5-speed, DMR porting, 19" front wheel, new throughout — $650.00. (213) 454-2653. (45)

Must Sell, Best Offer Takes
Late '71 CZ 400, excellent condition, hardly ridden. Will sell for best offer. Call after 6:00 p.m. (213) 368-3284. (45)

Montesa Racer Plus 2 Others
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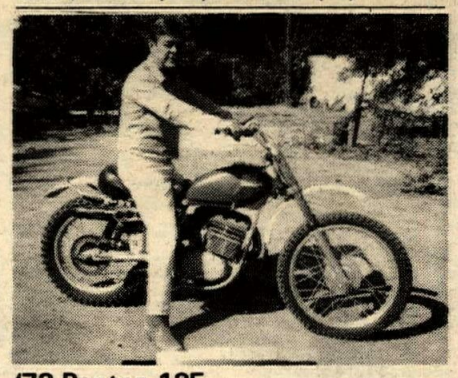

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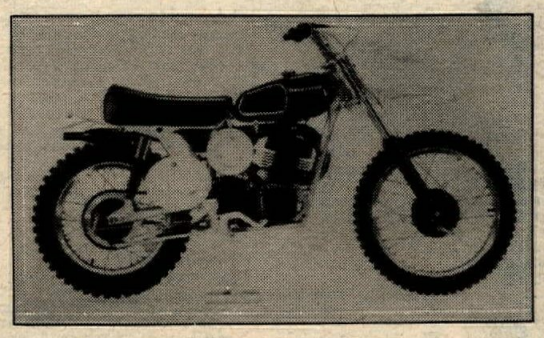

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